

Data:

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151) In an ATS flight plan, Item 15 (route), a cruising pressure altitude of 32000 feet would be entered as :

- A FL320
- B S3200
- C 32000
- D F320

163) (For this question use annex 033-3302A or Flight Planning Manual MEP1 Figure 3.6)
A flight is to be made to an airport, pressure altitude 3000 ft, in a multi engine piston aireroplane (MEP1). The forecast OAT for the airport is -1° C. The cruising level will be FL 110, where OAT is -10° C. The cruising level will be FL 110, where OAT is -10° C. Calculate the still air descent distance for:
145 KIAS
Rate of descent 1000 ft/min
Gears and flaps up

- A 29 NM
- B 36 NM
- C 25 NM
- D 20 NM

139) In the ATS flight plan Item 15 (Cruising speed), when not expressed as a Mach number, cruising speed is expressed as :

- A TAS
- B IAS
- C CAS
- D Groundspeed

140) The following fuel consumption figures are given for a jet aeroplane:
-standard taxi fuel: 600 kg.
-average cruise consumption: 10 000 kg/h.
-holding fuel consumption at 1500 ft above alternate airfield elevation: 8000 kg/h.
-flight time from departure to destination: 6 hours
-fuel for diversion to alternate: 10 200 kg.
The minimum ramp fuel load is:

- A 77 200 kg
- B 77 800 kg
- C 74 800 kg
- D 79 800 kg

141) (For this question use annex 033-3305A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)
Given: long range cruise: temp. -63° C at FL 330
initial gross mass enroute 54 100 kg; leg flight time 29 min
Find: fuel consumption for this leg

- A 1 020 kg
- B 1 200 kg
- C 1 100 kg
- D 1 680 kg

142) If a pilot lands at an aerodrome other than the destination aerodrome specified in the flight plan, he must ensure that the ATS unit at the destination aerodrome is informed within a certain number of minutes of his planned ETA at destination. This number of minutes is:

- A 45
- B 30
- C 15
- D 10

143) Which of the following statements regarding filing a flight plan is correct?

- A Any flight plan should be filed at least 10 minutes before departure.
- B A flight plan should be filed when a national FIR boundary will be crossed.
- C A flying college can file repetitive flight plan for VFR flights.
- D In case of flow control the flight plan should be filed at least three hours in advance of the time of departure.

144) An airway is marked 5000 2900a. The notation 5000 is the :

- A base of the airway (AGL)
- B minimum enroute altitude (MEA)
- C maximum authorised altitude (MAA)
- D minimum holding altitude (MHA)

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145) Which of the following statements is relevant for forming route portions in integrated range flight planning?

- A** A small change of temperature (2 °C) can divide a segment.
- B** The distance from take-off up to the top of climb has to be known.
- C** No segment shall be more than 30 minutes of flight time.
- D** Each reporting point requires a new segment.

146) If your destination airport has no ICAO indicator, in the appropriate box of your flight plan, you write:

- A** AAAA
- B** XXXX
- C** ////
- D** ZZZZ

147) (For this question use annex 033-12324A)
In the vicinity of SHANNON (52° N009°W) the tropopause is at about FL

- A** 350
- B** 300
- C** 270
- D** 360

148) (For this question use annex 033-9737A,
AERONAUTICAL CHART ICAO 1:500 000 STUTTGART
(NO 47/6) or Route Manual VFR+GPS chart ED-6)
Flying VFR from PEITING (47°48.0'N, 010°55.5'E) to
IMMENSTADT (47°33.5'N, 010°13.0'E) determine the
magnetic course.

- A** 077°
- B** 243°
- C** 063°
- D** 257°

137) (For this question use annex 033-3322A or Flight
Planning Manual MRJT 1 Figure 4.3.6)
Given: estimated dry operation mass 35 500 kg;
estimated load 14 500 kg; final reserve fuel 1200 kg;
distance to alternate 95 NM; average true track 219°;
head wind component 10 kt
Find : fuel and time to alternate.

- A** 1 100 kg; 44 min
- B** 800 kg; 24 min
- C** 800 kg; 40 min
- D** 1 100 kg; 25 min

150) Given :
X = Distance A to point of equal time (PET) between A
and B
E = Endurance
D = Distance A to B
O = Groundspeed 'on'
H = Groundspeed 'back'
The formula for calculating the distance X to point of
equal time (PET) is:

A
$$X = \frac{E \times O \times H}{O + H}$$

B
$$X = \frac{D \times O \times H}{O + H}$$

C
$$X = \frac{D \times H}{O + H}$$

D
$$X = \frac{D \times O}{O + H}$$

136) (For this question use annex 033-9701A or Flight
Planning Manual MRJT 1 Figure 4.5.1)
Planning an IFR-flight from Paris to London for the twin
jet aeroplane.
Given: Estimated Take-off Mass (TOM) 52000 kg, Airport
elevation 387 ft, FL 280, W/V 280°/40 kt, ISA Deviation -
10°C, Average True Course 340°
Find: Fuel to the top of climb (TOC)

- A** 1000 kg
- B** 1000 lbs
- C** 1100 kg
- D** 1500 lbs

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152) (For this question use annex 033-9721A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6) Give the name and frequency of the Flight Information Service for an aeroplane in position (47°59'N, 010°14'E).

- A MEMMINGEN INFORMATION 122.1 MHz
- B MÜNCHEN INFORMATION 126.95 MHz
- C MÜNCHEN INFORMATION 120.65 MHz
- D FRANKFURT INFORMATION 128.95 MHz

153) (For this question use annex 033-3309A or Flight Planning Manual MRJT 1 Figure 4.5.1) Given : mass at brake release 57 500 kg; temperature ISA -10°C; average head wind component 16 kt initial cruise FL 280 Find: climb fuel

- A 1138 kg
- B 1238 kg
- C 1387 kg
- D 1040 kg

154) (For this question use annex 033-12339A or Flight Planning Manual MRJT 1 Figure 4.3.1C) For a flight of 2800 ground nautical miles the following apply :
Head wind component 15 kt
Temperature ISA + 15°C
Cruise altitude 35000 ft
Landing mass 50000 kg
The (a) trip fuel and (b) trip time respectively are :

- A (a) 17000 kg
(b) 6 hr 10 min
- B (a) 20000 kg
(b) 7hr 00 min
- C (a) 17600 kg
(b) 6 hr 50 min
- D (a) 16200 kg
(b) 6 hr 20 min

155) From which of the following would you expect to find facilitation information (FAL) regarding customs and health formalities ?

- A AIP (Air Information Publication)
- B NAV/RAD charts
- C ATCC
- D NOTAM

156) (For this question use annex 033-12361A or Flight Planning Manual MRJT 1 Figure 4.7.3)

Given:
Distance to alternate 950 NM
Head wind component 20 kt
Mass at point of diversion 50000kg
Diversion fuel available 5800kg
The minimum pressure altitude at which the above conditions may be met is :

- A 18000ft
- B 22000ft
- C 20000ft
- D 26000ft

157) Find the time to the Point of Safe Return (PSR). Given: Maximum useable fuel 15000 kg, Minimum reserve fuel 3500 kg, TAS out 425 kt, Head wind component out 30 kt, TAS return 430 kt, Tailwind component return 20 kt, Average fuel flow 2150 kg/h

- A 2 h 43 min
- B 2 h 51 min
- C 3 h 43 min
- D 2 h 59 min

158) During an IFR flight TAS and time appear to deviate from the data in the flight plan. The minimum deviations, that should be reported to ATC in order to conform to PANS-RAC, are:

- A TAS 5% and time 3 minutes.
- B TAS 3% and time 3 minutes.
- C TAS 5 kt and time 5 minutes.
- D TAS 10 kt and time 2 minutes.

159) (For this question use annex 033-12281A) Item 9 of the ATS flight plan includes "NUMBER AND TYPE OF AIRCRAFT". In this case "NUMBER" means :

- A the number of aircraft which will separately be using a repetitive flight plan (RPL)
- B the ICAO type designator number as set out in ICAO Doc 8643
- C the number of aircraft flying in a group
- D the registration number of the aircraft

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160) (For this question use annex 033-3316A or Route Manual chart E(HI)4 CAA-Edition)
An aeroplane has to fly from Salzburg (48°00.2'N 012°53.6'E) to Klagenfurt (46°37.5'N 014°33.8'E). Which statement is correct ?

- A** The minimum enroute altitude (MEA) is 13400 ft.
- B** The minimum sector altitude (MSA) is 13400 ft.
- C** The minimum obstacle clearance altitude (MOCA) on this route is 10800 ft above MSL.
- D** The minimum grid safe altitude on this route is 13400 ft above MSL.

161) (For this question use annex 033- 11033A or Route Manual chart E(HI)5 CAA-Edition)
An appropriate flight level for flight on airway UG5 from MENDE-NASBINALS MEN 115.3 (44°36'N 003°10'E) to GAILLAC GAI 115.8 (43°57'N 001°50'E) is :

- A** FL310
- B** FL290
- C** FL280
- D** FL300

217) On an IFR navigation chart, in a 1° quadrant of longitude and latitude, appears the following information "80". This means that within this quadrant:

- A** the floor of the airway is at 8 000 ft
- B** the minimum safe altitude is 8 000 ft
- C** the minimum flight level is FL 80
- D** the altitude of the highest obstacle is 8 000 ft

149) Given :
Course A to B 088° (T)
distance 1250 NM
Mean TAS 330 kt
Mean W/V 340°/60 kt
The time from A to the PET between A and B is :

- A** 1 hour 39 minutes
- B** 2 hours 02 minutes
- C** 1 hour 42 minutes
- D** 1 hour 54 minutes

124) (For this question use annex 033-9579A, B,C,D or Flight Planning Manual MRJT 1 Figure 4.2.2 and Figure 4.5.3.2)
Given: Estimated take-off mass 57000 kg, Ground distance 150 NM, Temperature ISA -10°C, Cruise at .74 Mach
Find: Cruise altitude and expected true air speed

- A** 33900 ft, 420 kt
- B** 25000 ft, 435 kt
- C** 24000 ft, 445 kt
- D** 33500 ft, 430 kt

111) (For this question use annexes 033-3320A, 033-3320B and 033-3320C or Flight Planning Manual MRJT 1 Figures 4.2.1, 4.2.2 and 4.5.3.2)
Given: estimated take-off mass 57 000 kg; still air distance 150 NAM; outside air temperature (OAT) ISA - 10K; cruise at 0.74 Mach.
Find : cruise altitude and expected true airspeed

- A** 25 000 ft; 435 kt
- B** 25 000 ft; 445 kt
- C** 22 000 ft; 441 kt
- D** 22 000 ft; 451 kt

112) From which of the following would you expect to find details of the Search and Rescue organisation and procedures (SAR) ?

- A** AIP (Air Information Publication)
- B** ATCC broadcasts
- C** NOTAM
- D** SIGMET

113) (For this question use annex 033- 11009A or Route Manual chart E(HI)4 CAA-Edition)
The radio navigation aid STAD (51°45'N 004°15'E) is:

- A** a VOR, frequency 386 MHz
- B** a VOR/DME, on channel 386
- C** a TACAN, on channel 386
- D** an NDB, frequency 386 kHz

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114) (For this question use annex 033- 10993A or Route Manual chart E(HI)4 CAA-Edition)
The magnetic course/distance from DINKELSBUHL DKB 117.8 (49°09'N010°14'E) to ERLANGEN ERL 114.9 (49°39'N011°09'E) on airway UR11 is;

- A** 230°/97NM
- B** 133°/85 NM
- C** 052°/97 NM
- D** 050°/47 NM

115) (For this question use annex 033-12344A or Flight Planning Manual MRJT 1 Figure 4.3.1C)
For a flight of 2000 ground nautical miles, cruising at 30000 ft, within the limits of the data given, a headwind component of 25 kt will affect the trip time by approximately :

- A** -3.6%
- B** +7.6%
- C** +5.3%
- D** +2.3%

116) (For this question use annex 033-12318A)
The W/V (°/kt) at 60° N015° W is

- A** 300/60
- B** 300/70
- C** 320/60
- D** 115/60

117) **Mark the correct statement:**
If a decision point procedure is applied for flight planning,

- A** the trip fuel to the destination aerodrome is to be calculated via the decision point.
- B** the trip fuel to the destination aerodrome is to be calculated via the suitable enroute alternate.
- C** a destination alternate is not required.
- D** the fuel calculation is based on a contingency fuel from departure aerodrome to the decision point.

118) (For this question use annex 033- 11049A or Route Manual STAR charts for MUNICH (10-2A,B))
The correct arrival route and Initial Approach Fix (IAF) for an arrival from the west via TANGO for runway 08 L/R is:

- A** AALEN 1T, IAF MBG
- B** NDG 1T, IAF ROKIL
- C** DKB 1T, IAF ROKIL
- D** AALEN 1T, IAF ROKIL

119) During a flight at night a position has to be reported to ATC. The aeroplane is at a distance of 750 NM from the groundstation and at flight level 350. The frequency to be used is:

- A** 11336 kHz.
- B** 17286 kHz.
- C** 123.9 MHz.
- D** 5649 kHz.

120) (For this question use annex 033-9699A and 033-9699B or Flight Planning Manual MRJT 1 Paragraph 5.1 and Figure 4.5.1)
Planning an IFR-flight from Paris to London for a twin jet aeroplane.
Given: Estimated Take-off Mass (TOM) 52000 kg, Airport elevation 387 ft, FL 280, W/V 280°/40 kt, ISA-Deviation - 10°C, Average True Course 340°
Find: Ground distance to the top of climb (TOC)

- A** 53 NM
- B** 47 NM
- C** 50 NM
- D** 56 NM

121) (For this question use annex 033-11717A)

The planned flight is over a distance of 440 NM
Based on the wind charts at altitude the following components are found;
FL50: -30kt; FL100: -50kt; FL180: -70kt
The Operations Manual in appendix details the aircraft's performances

Which of the following flight levels (FL) gives the best range performance:

- A** FL 100
- B** FL 050
- C** Either FL 050 or FL 100
- D** FL 180

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138) (For this question use annex 033-9552A or Flight Planning Manual MRJT 1 Figure 4.2.1)
Find the OPTIMUM ALTITUDE for the twin jet aeroplane.
Given: Cruise mass=54000 kg, Long range cruise or .74 MACH

- A 34500 ft
- B 33800 ft
- C 35300 ft
- D maximum operating altitude

123) An aeroplane flies at an airspeed of 380 kt. It flies from A to B and back to A. Distance AB = 480 NM. When going from A to B, it experiences a headwind component = 60 kt. The wind remains constant.
The duration of the flight will be:

- A 2h 32min
- B 2h 35min
- C 3h 00min
- D 2h 10min

164) An aeroplane is on an IFR flight. The flight is to be changed from IFR to VFR. Is it possible?

- A Yes, but only with permission from ATC.
- B Yes, the pilot in command must inform ATC using the phrase "cancelling my IFR flight".
- C No, you have to remain IFR in accordance to the filed flight plan.
- D No, only ATC can order you to do this.

125) (For this question use annex 033-11186A)
Which best describes the maximum intensity of icing, if any, at FL150 in the vicinity of BUCHAREST (45°N 026°E)?

- A Light
- B Severe
- C Nil
- D Moderate

126) (For this question use annex 033-12337A)
What minimum visibility is forecast for PARIS/CHARLES-DE-GAULLE at 2100 UTC ?

- A 8000m
- B 2000m
- C 6000m
- D 10km

127) (For this question use annex 033-9708A or Flight Planning Manual MRJT 1 Figure 4.5.3.2)
Planning an IFR-flight from Paris to London for the twin jet aeroplane.
Given: Gross mass 50000 kg, FL 280, ISA Deviation - 10°C, Cruise procedure Mach 0.74
Determine the TAS

- A 440 kt
- B 427 kt
- C 417 kt
- D 430 kt

128) A repetitive flight plan (RPL) is filed for a scheduled flight: Paris-Orly to Angouleme, Paris Orly as alternate. Following heavy snow falls, Angouleme airport will be closed at the expected time of arrival. The airline decides before departure to plan a re-routing of that flight to Limoges.

- A It is not possible to plan another destination and the flight has to be simply cancelled that day (scheduled flight and not chartered).
- B The pilot-in-command must advise ATC of his intention to divert to Limoges at least 15 minutes before the planned time of arrival.
- C The RPL must be cancelled for that day and a specific flight plan has to be filed.
- D The airline's "Operations " Department has to transmit a change in the RPL at the ATC office, at least half an hour before the planned time of departure.

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129) (For this question use annex 033-11207A and 033-11207B)
A turbojet aeroplane is prepared for a 1300 NM flight at FL 350, with a true airspeed of 460 kt and a head wind of 160 kt. The take-off runway limitation is 174 000 kg, the planned departure mass is 160 000 kg. The departure fuel price is equal to 0.92 times the arrival fuel price (fuel price ratio = 0.92). In order for the airline to optimize its savings, the additional fuel quantity that must be loaded on board is:

- A 42 000 kg
- B 12 000 kg
- C 14 000 kg
- D 30 000 kg

130) In the appropriate box of a flight plan form, concerning equipment, the letter to be used to indicate that the aircraft is equipped with a mode A 4096 codes transponder with altitude reporting capability is :

- A P
- B S
- C A
- D C

131) From which of the following would you expect to find information regarding known short unserviceability of VOR, TACAN, and NDB ?

- A NOTAM
- B AIP (Air Information Publication)
- C SIGMET
- D ATCC broadcasts

132) (For this question use annexes 033-9710A, 033-9710B and 033-9710C or Route Manual chart E(HI)4 CAA-Edition, STAR 10-2 and Instrument approach chart 11-4 ILS DME Rwy 27R for London Heathrow)
Planning an IFR-flight from Paris to London (Heathrow). Assume: STAR is BIG 2A, Variation 5° W, en-route TAS 430 kts, W/V 280/40, descent distance 76NM.
Determine the magnetic course, ground speed and wind correction angle from ABB 116.6(N50 08.1 E001 51.3) to top of descent.

- A MC 319°, GS 396 kt, WCA -3°
- B MC 141°, GS 396 kt, WCA -3°
- C MC 321°, GS 396 kt, WCA -3°
- D MC 141°, GS 396 kt, WCA +3°

133) (For this question use annex 033- 11059A or Route Manual chart AMSTERDAM SCHIPHOL ILS DME Rwy 22 (11-6))
The Missed Approach procedure is to climb to an altitude of (i)----- on a track of (ii) -----

- A (i) 2000 ft (ii) 160°
- B (i) 200 ft (ii) 223°
- C (i) 3000 ft (ii) 160°
- D (i) 3000 ft (ii) 223°

134) (For this question use annex 033-12358A or Flight Planning Manual MRJT 1 Figure 4.7.3)

Given:
Diversion fuel available 8500kg
Diversion cruise altitude 10000ft
Mass at point of diversion 62500kg
Head wind component 50kt
Temperature ISA -5°C
The (a) maximum diversion distance, and (b) elapsed time alternate, are approximately :

- A (a) 1130 NM
(b) 3h 30 min
- B (a) 860 NM
(b) 3h 20 min
- C (a) 1000 NM
(b) 3h 40 min
- D (a) 760 NM
(b) 4h 30 min

135) (For this question use annex 033-3315A or Route Manual chart E(HI)4 CAA-Edition)
An aeroplane has to fly from Salzburg (48°00.2'N 012°53.6'E) to Klagenfurt (46°37.5'N 014°33.8'E). Which statement is correct ?

- A The airway UB5 is closed for southbound traffic above FL 200.
- B The airway UB5 is closed in this direction except during the weekends.
- C The airway UB5 can be used for flights to/from Klagenfurt and Salzburg.
- D The airway UB5 cannot be used, there is one way traffic to the north.

122) (For this question use annex 033-11192A)
The approximate mean wind component (kt) at Mach 0.78 along true course 270° at 50°N from 000° to 010°W is

- A 55 kt headwind component
- B 35 kt tailwind component
- C 25 kt tailwind component
- D 40 kt headwind component

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205) (For this question use annex 033- 11035A or Route Manual chart E(LO)2)
An appropriate flight level for flight on airway B3 from CHATILLON CTL 117.6 (49°08'N 003°35'E) to CAMBRAI CMB 112.6 (50°14'N 003°09'E) is :

- A FL80
- B FL60
- C FL50
- D FL170

162) (For this question use annex 033- 11003A or Route Manual chart E(HI)5 CAA-Edition)
The magnetic course/distance from ELBA ELB 114.7 (42°44'N 010°24'E) to SPEZI (43°49'N 009°34'E) on airway UA35 is:

- A 152°/42 NM
- B 322°/60 NM
- C 332°/118 NM
- D 332°/76 NM

193) (For this question use annex 033-9729A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
Which navigation aid is located in position 48°23'N, 008°39'E?

- A VOR/DME
- B VORTAC
- C VOR
- D NDB

194) (For this question use annex 033-12329A)
What lowest cloud conditions (oktas/ft) are forecast for JOHANNESBURG/JAN SMUTS at 0300 UTC?

- A 5 to 7 at 400
- B 3 to 4 at 800
- C 5 to 7 at 800
- D 3 to 4 at 400

195) (For this question use annex 033-9705A or Flight Planning Manual MRJT 1 Figure 4.5.4)
Planning an IFR-flight from Paris to London for the twin jet aeroplane.
Given: Estimated Landing Mass 49700 kg, FL 280, W/V 280°/40 kt, Average True Course 320°, Procedure for descent .74 M/250 KIAS
Determine the time from the top of descent to London (elevation 80 ft).

- A 19 min
- B 10 min
- C 17 min
- D 8 min

196) (For this question use annex 033-11704A)

True Air speed: 170 kt
Wind in the area: 270°/40 kt

According to the attached the navigation log, an aircraft performs a turn overhead BULEN to re-route to ARD via TGJ.

The given wind conditions remaining constant.
The fuel consumption during the turn is 20 litres.
The total fuel consumption at position overhead ARD will be:

- A 1 545 litres
- B 1 182 litres
- C 1 326 litres
- D 1 600 litres

197) (For this question use annex 033-11253A, 033-11253B, 033-11253C and 033-11253D)

Knowing that:

- . Mass at brake release: 190 000 kg
- . Selected cruise speed: 0.82 Mach
- . Flight leg distance: 1 500 NM
- . Cruise level: optimum
- . Air conditioning: standard
- . Anti-icing: OFF
- . Temperature: ISA
- . CG: 37%

Assuming zero wind, the planned flight time from take-off to landing needed to complete this flight will be:

- A 209 minutes
- B 192 minutes
- C 198 minutes
- D 203 minutes

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198) You are flying a constant compass heading of 252°. Variation is 22°E, deviation is 3°W and your INS is showing a drift of 9° right. True track is ?

- A 262°
- B 280°
- C 224°
- D 242°

199) The required time for final reserve fuel for turbojet aeroplane is:

- A Variable with wind velocity.
- B 30 min.
- C 45 min.
- D 60 min.

200) (For this question use annex 033-11272A)
The flight crew of a turbojet aeroplane prepares a flight using the following data:

- . Take-off mass: 168 500 kg
 - . Flight leg ground distance: 2 000 NM
 - . Flight level FL 370; "Long Range" flight regime
 - . Tailwind component at this level: 30 kt
 - . Total anti-ice set on "ON"
 - . Fixed taxi fuel: 500 kg; final reserve: 2 000 kg
 - . Ignore alternate fuel.
- The effects of climb and descent are not corrected for consumption.
The prescribed quantity of trip fuel for the flight leg is:

- A 20 500 kg
- B 23 000 kg
- C 22 500 kg
- D 23 300 kg

201) (For this question use annex 033-12335A)
Which is the heaviest type of precipitation, if any, forecast for BORDEAUX/MERIGNAC at 1000 UTC ?

- A nil
- B light rain
- C rain showers
- D heavy rain associated with thunderstorms

202) (For this question use annex 033-9546A or Flight Planning Manual MRJT 1 Figure 4.3.6)
In order to find ALTERNATE FUEL and TIME TO ALTERNATE, the AEROPLANE OPERATING MANUAL shall be entered with:

- A distance in nautical air miles (NAM), wind component, landing mass at alternate
- B distance in nautical miles (NM), wind component, zero fuel mass
- C distance in nautical miles (NM), wind component, dry operating mass plus holding fuel
- D distance in nautical miles (NM), wind component, landing mass at alternate

191) (For this question use annex 033- 11040A or Route Manual STAR charts for ZURICH (10-2,10-2A,10-2B))
Aeroplane arriving via route BLM 2Z only, should follow the following route to EKRON int:

- A WIL R018 outbound to EKRON int
- B HOC R067 via GOLKE to EKRON int
- C BLM R111 to GOLKE int then TRA R-247 inbound to EKRON int
- D TRA R247 outbound to EKRON int

204) (For this question use annex 033-11183A)
In the vicinity of PARIS (49°N 003°E) the tropopause is at about

- A FL350
- B FL380
- C FL400
- D FL340

190) The navigation plan reads:

Trip fuel: 100 kg
Flight time: 1h35min
Taxi fuel: 3 kg
Block fuel: 181 kg
The endurance on the ICAO flight plan should read:

- A 2h 52min
- B 2h 49min
- C 1h 35min
- D 2h 04min

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206) (For this question use annex 033-9715A or Flight Planning Manual SEP 1 Figure 2.1)

Given: Take-off mass 3500 lbs, departure aerodrome pressure altitude 2500 ft,
OAT +10°C,
First cruising level: FL 140, OAT -5°C
Find the time, fuel and still air distance to climb.

- A 16.5 min, 4.9 GAL, 34.5 NAM
- B 23 min, 7.7 GAL, 50 NAM
- C 22 min, 6.7 GAL, 45 NAM
- D 24 min, 7.7 GAL, 47 NAM

207) (For this question use annexes 033-11204A, 033-11204B and 033-11204C)

The flight crew of a turbojet aeroplane prepares a flight using the following data:
Flight leg ground distance: 4 000 NM
Flight level FL 370; "Long range" flight regime
Effective wind at this level: head wind of 50 kt
Temperature: ISA
Centre of gravity (CG): 37 %
Pack flow : LOW (LO)
Anti ice: OFF
Reference landing mass: 140 000 kg
Taxi fuel: 500 kg
Final reserve fuel: 2 400 kg
The fuel quantity which must be loaded on board the aircraft is:

- A 46 340 kg
- B 41 950 kg
- C 51 860 kg
- D 52 060 kg

208) (For this question use annex 033- 11001A or Route Manual chart E(HI)4 CAA-Edition)

The magnetic course/distance from ST PREX SPR 113.9 (46°28'N 006°27'E) to FRIBOURG FRI 115.1 (46°47'N 007°14'E) on airway UG60 is:

- A 048°/46 NM
- B 061°/28 NM
- C 041°/78 NM
- D 061°/37 NM

209) (For this question use annex 033-9716A or Flight Planning Manual SEP 1 Figure 2.4)

Given: Aeroplane mass at start-up 3663 lbs, Aviation gasoline (density 6 lbs/gal)-fuel load 74 gal, Take-off altitude sea level, Headwind 40 kt, Cruising altitude 8000 ft, Power setting full throttle 2300 RPM 20°C lean of peak EGT
Calculate the range.

- A 633 NM
- B 844 NM
- C 730 NM
- D 547.5 NM

210) (For this question use annex 033-12289A)

In the ATS flight plan Item 19, emergency and survival equipment carried on the flight should be indicated by :

- A crossing out the box relevant to any equipment not carried
- B circling the relevant box
- C placing a tick in the relevant box
- D listing the items carried on the "REMARKS" line

211) In the ATS flight plan Item 15, a cruising speed of 470 knots will be entered as :

- A 0470K
- B N470
- C N0470
- D KN470

212) (For this question use annexes 033-12309A and 033-12309B or Flight Planning Manual MRJT 1 Figure 4.5.2 and 4.5.3.4)

Given : Distance B - C : 350 NM
Cruise 300 KIAS at FL 210
Temperature : - 40°C
Tailwind component : 70 kt
Gross mass at B : 53 200 kg

The fuel required from B - C is :

- A 1940 kg
- B 2800 kg
- C 2670 kg
- D 1810 kg

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213) (For this question use annex 033-12376A or Route Manual chart NAP)
The initial true course from A (64°N006°E) to C (62°N020°W) is

- A 271°
- B 275°
- C 267°
- D 246°

214) (For this question use annex 033-11243A and 033-11243B)
The flight crew of a turbojet aeroplane prepares a flight using the following data:

- Flight leg distance: 3 500 NM
- Flight level FL 310, true airspeed: 450 kt
- Headwind component at this level: - 55 kt
- Initially planned take-off mass (without extra fuel on board): 180 000 kg
- Fuel price: 0.30 Euro/l at departure; 0.27 Euro/l at destination

To maximize savings, the commander decides to carry extra fuel in addition to that which is necessary. Using the appended annex, the optimum quantity of fuel which should be carried in addition to the prescribed quantity is:

- A 15 000 kg
- B 8 000 kg
- C The fuel transport operation is not recommended in this case.
- D 22 000 kg

215) (For this question use annex 033-12360A or Flight Planning Manual MRJT 1 Figure 4.7.3)

Given:

- | | |
|-----------------------------|------------|
| Diversion distance | 650 NM |
| Diversion pressure altitude | 16 000 ft |
| Mass at point of diversion | 57 000 kg |
| Head wind component | 20 kt |
| Temperature | ISA + 15°C |

The diversion (a) fuel required and (b) time, are approximately :

- A (a) 4400kg
(b) 1h 35min
- B (a) 4800kg
(b) 2h 03min
- C (a) 3900kg
(b) 1h 45min
- D (a) 6200kg
(b) 2h 10min

1) (For this question use annexes 033-12308A and 033-12308B or Flight Planning Manual MRJT 1 Figure 4.5.2 and 4.5.3.4)

- Given : Distance C - D : 540 NM
Cruise 300 KIAS at FL 210
Temperature Deviation from ISA : +20°C
Headwind component : 50 kt
Gross mass at C : 60 000 kg

The fuel required from C to D is :

- A 3350 kg
- B 3680 kg
- C 4620 kg
- D 4200 kg

203) (For this question use annex 033-4738A or Flight Planning Manual SEP 1 Figure 2.1)

Given:

- FL 75
OAT: +5°C

During climb: average head wind component 20 kt
Take-off from MSL with the initial mass of 3 650 lbs.

Find:

Still air distance (NAM) and ground distance (NM) using the graph "time, fuel, distance to climb".

- A 14 NAM.
18 NM.
- B 18 NAM.
15 NM.
- C 16 NAM.
18 NM.
- D 18 NAM.
13 NM.

178) VFR flights shall not be flown over the congested areas of cities at a height less than

- A 1000 ft above the highest obstacle within a radius of 600 m from the aircraft.
- B 2000 ft above the highest obstacle within a radius of 600 ft from the aircraft.
- C 500 ft above the highest obstacle.
- D the highest obstacle.

165) Given : true track 017; W/V 340/30; TAS 420 kt
Find : wind correction angle (WCA) and ground speed (GS)

- A WCA +2° ; GS 396 kt
- B WCA -2° ; GS 426 kt
- C WCA +2° ; GS 416 kt
- D WCA -2° ; GS 396 kt

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166) (For this question use annex 033-12366A or Flight Planning Manual MRJT 1 Figure 4.7.2)
An aircraft on an extended range operation is required never to be more than 120 minutes from an alternate, based on 1 engine inoperative LRC conditions in ISA. Using the above table and a given mass of 40000 kg at the most critical point, the maximum air distance to the relevant alternate is :

- A 735 NM
- B 794 NM
- C 810 NM
- D 875 NM

167) (For this question use annex 033-9702A or Route Manual SID chart 20-3 for PARIS Carles-de-Gaulle)
Planning an IFR-flight from Paris to London.

Determine the distance of the departure route ABB 8A.

- A 83 NM
- B 74.5 NM
- C 72.5 NM
- D 56 NM

168) In the appropriate box of a flight plan form, corresponding to the estimated time of departure, the time indicated is that at which the aircraft intends to :

- A start-up
- B pass the departure beacon
- C go off blocks
- D take-off

169) (For this question use annex 033-11239A and 031-11239B)
The flight crew of a turbojet aeroplane prepares a flight using the following data:
- Flight leg distance: 3 500 NM
- Flight level FL 310, true airspeed: 450 kt
- Headwind component at this level: 55 kt
- Initially planned take-off mass (without extra fuel on board): 180 000 kg
- Fuel price: 0.30 \$/l at departure
The commander may carry a fuel quantity of 8 000 kg in addition to that which is necessary.
For this fuel transport operation to be cost effective, the maximum fuel price at arrival must be:

- A 0.26 \$/l
- B 0.28 \$/l
- C 0.33 \$/l
- D 0.27 \$/l

170) (For this question use annex 031-11231A)
For a long distance flight at FL 370, "Long Range" regime, divided into four flight legs with the following specifications:
- segment AB - Ground distance: 2 000 NM. headwind component: 50 kt
- segment BC - Ground distance: 1 000 NM. headwind component: 30 kt
- segment CD - Ground distance: 500 NM. tailwind component: 70 kt
- segment DE - Ground distance: 1 000 NM. headwind component: 20 kt
The total air distance is approximately:

- A 4 940 NM
- B 4 580 NM
- C 4 820 NM
- D 4 800 NM

171) A twin-jet aeroplane carries out the WASHINGTON-PARIS flight. When it reaches point K (35°N - 048°W) a non-mechanical event makes the Captain consider rerouting to one of the three following fields. The flight conditions are:
- from K to BERMUDAS (distance 847NM, headwind component=18 kt)
- from K to SANTA MARIA (distance 1112 NM, tailwind component=120 kt)
- from K to GANDER (distance 883 NM, wind component=0).

With an aeroplane true airspeed of 460 kt, the field selected will be that more rapidly reached:

- A BERMUDAS or GANDER, or SANTA MARIA
- B SANTA MARIA
- C BERMUDAS
- D Either GANDER or BERMUDAS

172) (For this question use annex 033-12275A)
In the ATS flight plan Item 10, "standard equipment" is considered to be :

- A VHF RTF, ADF, VOR and transponder
- B VHF RTF, VOR, ILS and transponder
- C VHF RTF, VOR, ILS and transponder
- D VHF RTF, ADF, VOR and ILS

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173) Given:
Dry operating mass (DOM)= 33500 kg
Load= 7600 kg
Maximum allowable take-off mass= 66200 kg
Standard taxi fuel= 200 kg
Tank capacity= 16 100 kg
The maximum possible take-off fuel is:

- A 17 300 kg
- B 15 900 kg
- C 17 100 kg
- D 16 300 kg

174) (For this question use annex 033- 11011A or Route Manual chart E(HI)4 CAA-Edition)
The radio navigation aid on airway UG4 at LUXEUIL (47°41'N 006°18'E) is a:

- A VOR, identifier LUL, frequency paired with TACAN identifier LXI
- B VOR/DME and NDB, identifier LXI
- C VOR/DME only, identifier LUL
- D VOR only, identifier LUL

175) (For this question use annex 033-9553A or Flight Planning Manual MRJT 1 Figure 4.2.1)
Find the OPTIMUM ALTITUDE for the twin jet aeroplane.
Given: Cruise mass=50000 kg, .78 MACH

- A maximum operating altitude
- B 35500 ft
- C 36200 ft
- D 36700 ft

192) For the purposes of Item 9 (Wake turbulence category) of the ATS flight plan, an aircraft with a maximum certificated take-off mass of 62000 kg is :

- A heavy "H"
- B light "L"
- C unclassified "U"
- D medium "M"

177) (For this question use annex 033-12370A or Route Manual chart NAP)
The initial magnetic course from C (62°N020°W) to B (58°N004°E) is

- A 116°
- B 080°
- C 098°
- D 113°

108) (For this question use annex 033-11260A and 033-11260B)

The flight crew of a turbojet aeroplane prepares a flight using the following data:

- Flight leg air distance: 2 700 NM
- Flight level FL 310, true airspeed: 470 kt
- Tailwind component at this level: 35 kt
- Initially planned take-off mass (without extra fuel on board): 195 000 kg
- Fuel price: 0.28 Euro/l at departure; 0.26 Euro/l at destination

To maximize savings, the commander chooses to carry extra fuel in addition to that which is necessary.
The optimum quantity of fuel which should be carried in addition to the prescribed quantity is:

- A 8 000 kg
- B 10 000 kg
- C The fuel transport operation is not recommended in this case
- D 5 000 kg

179) (For this question use annex 033- 11029A or Route Manual chart E(LO)5)

The minimum enroute altitude that can be maintained continuously on airway B65/H65 from DOXON (55°27'N 018°10'E) to RONNE ROE 112.0 (55°04'N 014°46'E) is :

- A FL60
- B 1000ft
- C 2500 ft
- D FL100

180) On an ATC flight plan, the letter "Y" is used to indicate that the flight is carried out under the following flight rules.

- A IFR
- B VFR
- C IFR followed by VFR
- D VFR followed by IFR

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181) (For this question use annex 033- 11041A or Route Manual SID chart for MUNICH(10-3C,10-3D))
Which is the correct departure via KEMPTEN from runway 26L ?

- A KEMPTEN THREE QUEBEC
- B KEMPTEN THREE NOVEMBER
- C KEMPTEN FIVE SIERRA
- D KEMPTEN THREE ECHO

182) (For this question use annex 033- 11007A or Route Manual chart E(HI)4 CAA-Edition)
The radio navigation aid at ST DIZIER (48°38N 004°53'E) is a:

- A TACAN, channel 114.0
- B TACAN, channel 87, and NDB frequency 114.0 kHz
- C TACAN, channel 87, frequency 114.0 MHz
- D VOR, frequency 114.0 MHz, and TACAN channel 87

183) (For this question use annex 033-11270A)
A turbojet aeroplane flies using the following data:
. flight level: FL 330, flight regime: "Long Range" (LR),
mass: 156 500 kg
. tailwind component at this level: 40 kt
With a remaining flight time of 1 h 10 min the ground distance that can be covered by the aeroplane at cruising speed is:

- A 539 NM
- B 493 NM
- C 471 NM
- D 518 NM

184) (For this question use annex 033-12315A)
What mean temperature (°C) is likely on a true course of 270° from 025° E to 010°E at 45°N ?

- A -54
- B -50
- C -48
- D -52

185) The still air distance in the climb is 189 Nautical Air Miles (NAM) and time 30 minutes. What ground distance would be covered in a 30 kt head wind?

- A 188 NM
- B 193 NM
- C 174 NM
- D 203 NM

186) (For this question use annex 033- 11045A or Route Manual STAR chart for MADRID BARAJAS (10-2A,B))
For runway 33 arrivals from the east and south, the Initial Approach Fix (IAF) inbound from airway UR10 is :

- A MOTIL
- B VTB
- C CJN
- D CENTA

187) (For this question use annex 033- 10996A or Route Manual chart E(LO)5)
The initial magnetic course/distance from EELDE EEL 112.4 (53°10'N 006°40'E) to WELGO (54°18'N 007°25'E) on airway A7 is:

- A 024°/ 73 NM
- B 023°/ 73 NM
- C 024°/ 20 NM
- D 024°/ 47 NM

188) (For this question use annex 033- 11058A or Route Manual chart LONDON HEATHROW ILS DME Rwy 09L (11-2))
The Decision Altitude (DA) for a ILS straight-in landing is :

- A 280 ft
- B 200 ft
- C 400 ft
- D 480 ft

189) (For this question use annex 033-12323A)
The surface system over VIENNA (48°N016°E) is a

- A stationary occluded front
- B cold front moving west
- C cold front moving east
- D warm front moving north

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176) An aircraft plans to depart London at 1000 UTC and arrive at Munich (EDDM) at 1215 UTC. In the ATS flight plan Item 16 (destination/EET) should be entered with :

- A EDDM 2H15
- B EDDM 0215
- C EDDM 1415
- D EDDM 1215

42) Flight planning chart for an aeroplane states, that the time to reach the cruising level at a given gross mass is 36 minutes and the distance travelled is 157 NM (zero-wind). What will be the distance travelled with an average tailwind component of 60kt ?

- A 228 NM
- B 193 NM
- C 128 NM
- D 157 NM

110) (For this question use annex 033- 10999A or Route Manual chart E(HI)4 CAA-Edition)
The magnetic course/distance from TRENT TNT 115.7 (53°03'N 001°40'W) to WALLASEY WAL 114.1 (53°23'N 003°08'W) on airway VR3 is:

- A 117°/57 NM
- B 297°/70 NM
- C 117°/71 NM
- D 297°/57 NM

30) (For this question use annex 033-10989A or Route Manual chart E(HI)4 CAA-Edition)
Of the following, the preferred airways routing from FRANKFURT FFM 114.2 (50°03' N008°38'E) to KOKSY (51°06'N 002°39'E) above FL245, on a Wednesday is :

- A UR10 NTM UB6 BUB ATS
- B UG1
- C UB69 DINKI UB6 BUB ATS
- D UG108 SPI UG1

31) A multi engine piston aeroplane is on an IFR flight. The fuel plan gives a trip fuel of 65 US gallons. The alternate fuel, final reserve included, is 17 US gallons. Contingency fuel is 5% of the trip fuel. The usable fuel at departure is 93 US gallons. At a certain moment the fuel consumed according to the fuel gauges is 40 US gallons and the distance flown is half of the total distance. Assume that fuel consumption doesn't change. Which statement is right ?

- A At the destination there will still be 30 US gallons in the tanks
- B At departure the reserve fuel was 28 US gallons
- C At destination the required reserves remain intact.
- D The remaining fuel is not sufficient to reach the destination with reserves intact

32) In the ATS flight plan Item 10 (equipment), the letter to indicate the carriage of a serviceable transponder - mode A (4 digits-4096 codes) and mode C, is :

- A C
- B B
- C A
- D P

33) (For this question use annex 033-12304A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Given : Brake release mass : 58 000 kg
Temperature : ISA + 15
The fuel required to climb from an aerodrome at elevation 4000 ft to FL300 is :

- A 1450 kg
- B 1350 kg
- C 1250 kg
- D 1400 kg

34) (For this question use annex 033-9573A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Given: Brake release mass 57500 kg, Initial FL 280, average temperature during climb ISA -10°C, average head wind component 18 kt
Find: Climb time for enroute climb 280/.74

- A 13 min
- B 11 min
- C 15 min
- D 14 min

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35) (For this question use annex 033-12351A or Flight Planning Manual MRJT 1 Figure 4.3.5)
For a flight of 2400 ground nautical miles the following apply :
Tail wind 25kt
Temperature ISA - 10°C
Brake release mass 66000kg
The (a) trip fuel and (b) trip time respectively are :

- A** (a) 14000kg
(b) 5hr 35 min
- B** (a) 15800kg
(b) 6hr 20 min
- C** (a) 14600kg
(b) 5hr 45 min
- D** (a) 15000kg
(b) 6hr 00 min

36) (For this question use annex 033-12350A or Flight Planning Manual MRJT 1 Figure 4.3.5)
The following apply :
Tail wind component 10kt
Temperature ISA +10°C
Brake release mass 63000kg
Trip fuel available 20000kg
What is the maximum possible trip distance ?

- A** 3500 NM
- B** 3250 NM
- C** 3740 NM
- D** 3640 NM

37) For a planned flight the calculated fuel is as follows:
Flight time: 3h06min
The reserve fuel, at any time, should not be less than 30% of the remaining trip fuel.
Taxi fuel: 8 kg
Block fuel: 118 kg
How much fuel should remain after 2 hours flight time?

- A** 39 kg trip fuel and 12 kg reserve fuel.
- B** 27 kg trip fuel and 12 kg reserve fuel.
- C** 39 kg trip fuel and no reserve fuel.
- D** 30 kg trip fuel and 9 kg reserve fuel.

38) (For this question use annex 033- 11000A or Route Manual chart E(HI)4 CAA-Edition)
The magnetic course/distance from TANGO TGO 112.5 (48°37'N 009°16'E) to DINKELSBUHL DKB 117.8 (49°09'N 010°14'E) on airway UR11 is:

- A** 052°/50 NM
- B** 007°/60 NM
- C** 105°/105 NM
- D** 132°/43 NM

39) A descent is planned from 7500 ft MSL so as to arrive at 1000 ft MSL 6 NM from a VORTAC.
With a GS of 156 kts and a rate of descent of 800 ft/min.
The distance from the VORTAC when descent is started is :

- A** 30,2 NM
- B** 27,1 NM
- C** 15,0 NM
- D** 11,7 NM

28) (For this question use annex 033-12372A or Route Manual chart NAP)
The distance (NM) from A (64°N006°E) to C (62°N020°W) is

- A** 690
- B** 1590
- C** 1440
- D** 720

41) (For this question use annex.033-12321A)
Which best describes the maximum intensity of icing, if any, at FL160 in the vicinity of BERLIN (53° N013°E) ?

- A** moderate
- B** severe
- C** light
- D** nil

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- 27) For a flight to an off-shore platform, an alternate aerodrome is compulsory, except if :
- 1 - flight duration does not exceed two hours
 - 2 - during the period from two hours before to two hours after the estimated landing time, the forecast conditions of ceiling and visibility are not less than one and a half times the applicable minima
 - 3 - the platform is available and no other flight either from or to the platform is expected between the estimated time of departure and one half hour after the estimated landing time

The combination which regroups all of the correct statements is :

- A** 1 - 2
B 1 - 3
C 2 - 3
D 1 - 2 - 3

- 43) (For this question use annex 033-4736A or Flight Planning Manual SEP 1 Table 2.2.3)

Given:
FL 75
OAT +10°C
Lean mixture
2300 RPM
Find:
Fuel flow in gallons per hour (GPH) and TAS.

- A** 11.6 GPH
TAS: 143 kt
B 71.1 GPH
TAS: 143 kt
C 68.5 GPH
TAS: 160 kt
D 11.6 GPH
TAS: 160 kt

- 44) (For the question use annex 033-12346A or Flight Planning Manual MRJT 1 Figure 4.3.1C)
For a flight of 2800 ground nautical miles the following apply :

Tail wind component 45kt
Temperature ISA - 10°C
Cruise altitude 29000ft
Landing mass 55000kg

The (a) trip fuel (b) trip time respectively are :

- A** (a) 17100kg
(b) 6hr 07 min
B (a) 18000kg
(b) 5hr 50 min
C (a) 20000kg
(b) 6hr 40 min
D (a) 16000kg
(b) 6hr 25 min

- 45) (For this question use annex 033-9700A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Planning an IFR-flight from Paris (Charles de Gaulle) to London (Heathrow) for the twin jet aeroplane.
Given: Estimated Take-off Mass (TOM) 52000 kg, Airport elevation 387 ft, FL 280, W/V 280°/40 kt, ISA Deviation - 10°C, Average True Course 340°
Find: Time to the top of climb (TOC)

- A** 12 min
B 15 min
C 11 min
D 3 min

- 46) (For this question use annex 033-3314A or Route Manual chart E(HI)4 CAA-Edition)
An aeroplane has to fly from Abbeville (50°08.1'N 001°51.3'E) to Biggin (51°19.8'N 00°00.2'E). At Biggin you can find : 141°. This is :

- A** The magnetic course to fly inbound to Biggin.
B The average true course of the great circle from Biggin to Abbeville.
C The radial, referenced to true north, of Biggin to fly inbound.
D The magnetic great circle course from Biggin to Abbeville.

- 47) (For this question use annex 033-12331A)
The lowest cloud conditions (oktas/ft) at BORDEAUX/MERIGNAC at 1330 UTC were

- A** 3 to 4 at 800
B 1 to 2 at 3000
C 1 to 4 at 3000
D 3 to 4 at 2000

- 48) For turbojet engine driven aeroplane, given:
Taxi fuel 600 kg
Fuel flow for cruise 10 000 kg/h
Fuel flow for holding 8 000 kg/h
Alternate fuel 10 200 kg
Planned flight time to destination 6 h
Forecast visibility at destination 2000 m
The minimum ramp fuel required is:

- A** 76 100 kg
B 80 500 kg
C 79 200 kg
D 77 800 kg

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49) (For this question use annex 033- 11014A or Route Manual chart E(LO)5)
The VOR and TACAN on airway G9 at OSNABRUCK (52°12'N 008°17'E) are:

- A NOT frequency paired, and have different identifiers
- B frequency paired, and have different identifiers
- C NOT frequency paired, and have the same identifier
- D frequency paired, and have the same identifier

50) (For this question use annex 033-4737A or Flight Planning Manual SEP 1 Figure 2.1)
Given:
FL 75
OAT: +5°C
During climb: average head wind component 20 kt
Take-off from MSL with the initial mass of 3 650 lbs.
Find:
Time and fuel to climb.

- A 9 min.
3,3 USG
- B 10 min.
3,6 USG
- C 7 min.
2,6 USG
- D 9 min.
2,7 USG

51) An IFR flight is planned outside airways on a course of 235° magnetic. The minimum safe altitude is 7800 ft. Knowing the QNH is 995 hPa, the minimum flight level you must fly is:

- A 100
- B 90
- C 85
- D 80

52) (For this question use annex 033-12317A)
What is the temperature deviation (°C) from ISA over 50° N 010°E ?

- A -55
- B +2
- C +10
- D -10

53) (For this question use annex 033- 11008A or Route Manual chart E(HI)4 CAA-Edition)
The radio navigation aid at ZURICH (47°36'N 008°49'E) is :

- A a VOR/DME, frequency 115.0MHz
- B an NDB only, frequency 115.0 kHz
- C a TACAN, frequency 115.0 MHz
- D a VOR only, frequency 115.0 MHz

40) Find the distance from waypoint 3 (WP 3) to the critical point.
Given: distance from WP 3 to WP 4 = 750 NM, TAS out 430 kt, TAS return 425 kt, Tailwind component out 30 kt, head wind component return 40 kt

- A 342 NM
- B 375 NM
- C 408 NM
- D 403 NM

15) (For this question use annex 033-11187A)
Which best describes the maximum intensity of CAT, if any, forecast for FL330 over BENGHAZI (32°N 020°E) ?

- A Severe
- B Nil
- C Light
- D Moderate

2) (For this question use annex 033-9697A or Flight Planning Manual MRJT 1 Figure 4.4)
Given: twin jet aeroplane, Estimated mass on arrival at the alternate 50000 kg, Estimated mass on arrival at the destination 52525 kg, Alternate elevation MSL, Destination elevation 1500 ft
Find: Final reserve fuel and corresponding time

- A 2360 kg, 01 h 00 min
- B 1180 kg, 45 min
- C 1180 kg, 30 min
- D 2360 kg, 30 min

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3) An aeroplane has the following masses:
ESTLWT= 50 000 kg
Trip fuel= 4 300 kg
Contingency fuel= 215 kg
Alternate fuel (final reserve included)= 2 100kg
Taxi= 500 kg
Block fuel= 7 115 kg
Before departure the captain orders to make the block fuel 9 000 kg.
The trip fuel in the operational flight plan should read:

- A 6 400 kg.
- B 4 300 kg.
- C 6 185 kg.
- D 9 000 kg.

4) (For this question use annex 033-9722A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6) Flying from SAULGAU airport (48°02'N, 009°31'E) to ALTENSTADT airport (47°50'N, 010°53'E). Find magnetic course and the distance.

- A Magnetic course 078°, distance 82 NM
- B Magnetic course 102°, distance 56 NM
- C Magnetic course 282°, distance 56 NM
- D Magnetic course 102°, distance 82 NM

5) (For this question use annex 033-11198A) What is the earliest time (UTC), if any, that thunderstorms are forecast for DOHA (OTBD) ?

- A 0600
- B Nil forecast
- C 1000
- D 0800

6) (For this question use annex 033- 11016A or Route Manual chart E(LO)5) The airway intersection at RONNEBY (56°18'N 015°16'E) is marked by:

- A a fan marker callsign LP
- B an NDB callsign LF
- C an NDB callsign N
- D a TACAN callsign RON

7) (For this question use annex 033-11252A,033-11252B and 033-11252C)

Knowing that:
. Mass at brake release: 210 000 kg
. Selected cruise speed: 0.82 Mach
. Air distance: 3 000 NM
. Cruise level: optimum
. Air conditioning: standard
. Anti-icing: OFF
. Temperature: ISA
. CG: 37%

Assuming zero wind, the planned flight time from take-off to landing needed to complete this flight will be:

- A 389 minutes
- B 400 minutes
- C 383 minutes
- D 394 minutes

8) (For this question use annex 033- 11036A or Route Manual chart E(LO)6) An appropriate flight level for flight on airway W37 from CHEB OKG 115.7 (50°04'N 012°24'E) to RODING RDG 114.7 (49°02'N 012°32'E) is :

- A FL50
- B FL70
- C FL80
- D FL40

9) Following in-flight depressurisation, a turbine powered aeroplane is forced to divert to an en-route alternate airfield. If actual flight conditions are as forecast, the minimum quantity of fuel remaining on arrival at the airfield will be:

- A at least equivalent to 30 minutes flying time
- B at least equivalent to the quantity required to fly to another aerodrome in the event that weather conditions so require
- C laid down by the operator, with the quantity being specified in the operating manual
- D at least equivalent to 45 minutes flying time

10) (For this question use annex 033- 11021A or Route Manual chart E(HI)4 CAA-Edition) Aeroplanes intending to use airway UR14 should cross GIBSO intersection (50°45'N 002°30'W) at or above:

- A FL200
- B FL250
- C FL140
- D FL160

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11) (For this question use annex 033-9696A or Flight Planning Manual MRJT 1 Figure 4.3.6)
Given: twin jet aeroplane, Dry operating mass 35500 kg, Traffic load 14500 kg, Final reserve fuel 1200 kg, Distance to alternate 95 NM, Tailwind component 10 kt
Find: Fuel required and trip time to alternate with simplified flight planning (ALTERNATE PLANNING)

- A 1000 kg, 40 min
- B 800 kg, 24 min
- C 800 kg, 0.4 hr
- D 1000 kg, 24 min

12) Given: Maximum allowable take-off mass 64400 kg, Maximum landing mass 56200 kg, Maximum zero fuel mass 53000 kg, Dry operating mass 35500 kg, Traffic load 14500 kg, Trip fuel 4900 kg, Minimum Take-off Fuel 7400 kg
Find: Maximum allowable take-off fuel

- A 11400 kg
- B 14400 kg
- C 8600 kg
- D 11100 kg

29) (For this question use annex 033- 11013A or Route Manual chart E(LO)1)
The radio navigation aid at SHANNON (52°43'N 008°53'W) is :

- A an NDB, frequency 352 kHz
- B a TACAN, frequency 113.3 kHz
- C a VOR only, frequency 113.3 MHz
- D a VOR/DME, frequency 113.3 MHz

14) Given:
Dry operating mass (DOM)= 33510 kg
Load= 7600 kg
Trip fuel (TF)= 2040 kg
Final reserve fuel= 983 kg
Alternate fuel= 1100 kg
Contingency fuel= 5% of trip fuel
Which of the listed estimated masses is correct?

- A Estimated landing mass at destination= 43193 kg.
- B Estimated take-off mass= 43295 kg.
- C Estimated landing mass at destination= 43295 kg.
- D Estimated take-off mass= 45233 kg.

56) Given :
Distance A to B 2050 NM
Mean groundspeed 'on' 440 kt
Mean groundspeed 'back' 540 kt
The distance to the point of equal time (PET) between A and B is :

- A 920 NM
- B 1153 NM
- C 1130 NM
- D 1025 NM

16) (For this question use annex 033-11181A)
Which describes the worst hazard, if any, that could be associated with the type of feature at 38°N 015°E ?

- A Reduced visibility
- B There is no hazard
- C Engine flame out and windscreen damage
- D Severe attenuation in the HF R/T band

17) (For this question use annex 033-9556A or Flight Planning Manual MRJT 1 Figure 4.14)
Find the SPECIFIC RANGE for the twin jet aeroplane flying below the optimum altitude (range loss = 6%) and using the following data.
Given: MACH .74 CRUISE, Flight level = 310, Gross mass = 50000 kg, ISA conditions

- A 187 NAM/1000 kg
- B 2994 NAM/1000 kg
- C 2807 NAM/1000 kg
- D 176 NAM/1000 kg

18) (For this question use annex 033-9551A or Flight Planning Manual MRJT 1 Figure 4.2.2)
Find the SHORT DISTANCE CRUISE ALTITUDE for the twin jet aeroplane.
Given: Brake release mass=40000 kg, Temperature=ISA + 20°C, Trip distance=150 Nautical Air Miles (NAM)

- A 27500 ft
- B 30000 ft
- C 25000 ft
- D 21000 ft

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19) (For this question use annex 033- 11027A or Route Manual chart E(LO)2)
The minimum enroute altitude (MEA) that can be maintained continuously on airway G4 from JERSEY JSY 112.2 (49°13'N 002°03'W) to LIZAD (49°35'N 004°20'W) is :

- A FL140
- B FL60
- C 2800 ft MSL
- D 1000 ft MSL

20) When using decision point procedure, you reduce the

- A holding fuel by 30%.
- B contingency fuel by adding contingency only from the burnoff between decision point and destination.
- C contingency fuel by adding contingency only from the burnoff between the decision airport and destination.
- D reserve fuel from 10% down to 5%.

21) (For this question use annex 033-3312A or Route Manual chart E(HI)4 CAA-Edition)
An aeroplane has to fly from Abbeville (50°08.1'N 001°51.3'E) to Biggin (51°19.8'N 00°00.2'E). What is the first FL above FL295 that can be flown on an IFR flightplan ?

- A FL 330
- B FL 320
- C FL 300
- D FL 310

22) From the options given below select those flights which require flight plan notification:

- 1 - Any Public Transport flight.
- 2 - Any IFR flight
- 3 - Any flight which is to be carried out in regions which are designated to ease the provision of the Alerting Service or the operations of Search and Rescue.
- 4 - Any cross-border flights
- 5 - Any flight which involves overflying water

- A 1+2+3
- B 3+4+5
- C 2+4
- D 1+5

23) Given: Maximum allowable take-off mass 64 400 kg; maximum landing mass 56200 kg; maximum zero fuel mass 53 000 kg; dry operating mass 35 500 kg; estimated load 14 500 kg; estimated trip fuel 4 900 kg; minimum take-off fuel 7 400 kg.
Find: maximum additional load

- A 7 000 kg
- B 5 600 kg
- C 3 000 kg
- D 4 000 kg

24) (For this question use annex 033-12359A or Flight Planning Manual MRJT 1 Figure 4.7.3)

Given:

Diversion distance	720NM
Tail wind component	25kt
Mass at point of diversion	55000kg
Temperature	ISA
Diversion fuel available	4250kg

What is the minimum pressure altitude at which the above conditions may be met ?

- A 14500ft
- B 20000ft
- C 26000ft
- D 16000ft

25) (For this question use annex 033- 11048A or Route Manual SID chart for AMSTERDAM SCHIPHOL (10-3))
Which of the following statements is correct for ANDIK departures from runway 19L?

- A Cross ANDIK below FL60
- B The distance to ANDIK is 25 NM
- C Maximum IAS 250kt turning left at SPL 3.1 DME
- D Contact SCHIPHOL DEPARTURE 119.05 passing 2000 ft and report altitude

26) The quantity of fuel which is calculated to be necessary for a jet aeroplane to fly IFR from departure aerodrome to the destination aerodrome is 5352 kg. Fuel consumption in holding mode is 6 000 kg/h. Alternate fuel is 4380 kg. Contingency should be 5% of trip fuel. What is the minimum required quantity of fuel which should be on board at take-off?

- A 13220 kg.
- B 13000 kg.
- C 14500 kg.
- D 13370 kg.

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13) How many hours in advance of departure time should a flight plan be filed in the case of flights into areas subject to air traffic flow management (ATFM)?

- A 0:30 hours.
- B 0:10 hours.
- C 3:00 hours.
- D 1:00 hour.

97) (For this question use annex 033-12334A)
What is the earliest time (UTC), if any, that thunderstorms are forecast for TUNIS/CARTHAGE ?

- A 1800
- B 1300
- C 0800
- D nil

84) (For this question use annex 033- 11043A or Route Manual STAR charts for PARIS CHARLES DE GAULLE (20-2))
The route distance from CHIEVRES (CIV) to BOURSONNE (BSN) is :

- A 83 NM
- B 88 NM
- C 73 NM
- D 96 NM

85) (For this question use annex 033-11244A and 033-11244B)
The flight crew of a turbojet aeroplane prepares a flight using the following data:

- Flight leg distance: 4 000 NM
- Flight level FL 310, true airspeed: 450 kt
- Headwind component at this level: 50 kt
- Initially planned take-off mass (without extra fuel on board): 170 000 kg
- Fuel price: 0.27 Euro/l at departure; 0.30 Euro/l at destination

To maximize savings, the commander chooses to carry extra fuel in addition to that which is necessary. Using the appended annex, the optimum quantity of fuel which should be carried in addition to the prescribed quantity is:

- A 32 000 kg
- B 8 000 kg
- C The fuel transport operation is not recommended in this case.
- D 18 000 kg

86) (For this question use annex 033-3307A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Given: estimated take-off mass 57 500 kg;
initial cruise FL 280;
average temperature during climb ISA -10°C;
average head wind component 18 kt
Find: climb time

- A 13 min
- B 11 min
- C 15 min
- D 14 min

87) (For this question use annex 033-11201A)
What mean temperature (°C) is likely on a course of 360° (T) from 40°N to 50°N at 040°E ?

- A -46
- B -49
- C -50
- D -47

88) If CAS is 190 kts, Altitude 9000 ft. Temp. ISA - 10°C, True Course (TC) 350°, W/V 320/40, distance from departure to destination is 350 NM, endurance 3 hours, and actual time of departure is 1105 UTC. The Point of Equal Time (PET) is reached at :

- A 1221 UTC
- B 1233 UTC
- C 1203 UTC
- D 1213 UTC

89) (For this question use annexes 033-11224A, 033-11224B and 033-11224C)

- Given:
- . Take-off mass: 150 000 kg
 - . Planned cruise at FL 350
 - . Long range MACH
 - . Standard Atmosphere (ISA)
 - . CG: 37 %
- You have to cover an air distance of 2 000 NM.
Your flight time will be:

- A 288 minutes
- B 298 minutes
- C 359 minutes
- D 304 minutes

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90) (For this question use annex 033-12325A)
Which best describes the significant cloud forecast over TOULOUSE (44°N001°E) ?

- A** well separated CB base FL100 tops to FL 270
- B** isolated CB embedded in layer cloud, surface to FL270
- C** 5 to 7 oktas CU and AC base below FL100 tops to FL270
- D** broken AC/CU base below FL100 tops FL150, embedded isolated CB base below FL100 tops FL270

91) (For this question use annex 033-3301A or Flight Planning Manual MEP1 Figure 3.1)
A flight is to be made from one airport (elevation 3000 ft) to another in a multi engine piston aireroplane (MEP1). The cruising level will be FL 110. The temperature at FL 110 is ISA - 10° C. The temperature at the departure aerodrome is -1° C. Calculate the fuel to climb with mixture rich.

- A** 3 US gallon
- B** 6 US gallon
- C** 9 US gallon
- D** 12 US gallon

92) (For this question use annex 033-9726A, AERONAUTICAL CHART ICAO 1:500 000 STUTT GART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
Give the frequency of STUTT GART ATIS.

- A** 135.775 MHz
- B** 112.250 MHz
- C** 126.125 kHz
- D** 126.125 MHz

93) (For this question use annex 033-11208A)
A turbojet aeroplane, weighing 200 000 kg, initiates its cruise at the optimum level at M 0.84 (ISA, CG=37%, Total Anti Ice ON). A head wind of 30 kt is experienced and, after a distance of 500 NM, severe icing is encountered and this requires an immediate descent. The aeroplane mass at start of descent is:

- A** 193 800 kg
- B** 192 500 kg
- C** 193 000 kg
- D** 193 400 kg

94) (For this question use annex 033-9724A, AERONAUTICAL CHART ICAO 1:500 000 STUTT GART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
Flying from Position SIGMARINGEN (48°05'N, 009°13'E) to BIBERACH airport (48°07'N, 009°46'E). Find magnetic course and the distance.

- A** Magnetic course 086°, distance 32 NM
- B** Magnetic course 086°, distance 22 NM
- C** Magnetic course 093°, distance 41 NM
- D** Magnetic course 267°, distance 22 NM

54) (For this question use annex 033-3318A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)
Given: long range cruise; outside air temperature (OAT) -45° C in FL 350; mass at the beginning of the leg 40 000 kg; mass at the end of the leg 39 000 kg. Find: true airspeed (TAS) at the end of the leg and the distance (NAM).

- A** TAS 431 kt; 1163 NAM
- B** TAS 423 kt; 936 NAM
- C** TAS 431 kt; 227 NAM
- D** TAS 423 kt; 227 NAM

96) (For this question use annex 033-12285A)
In the ATS flight plan item 7, for a radio equipped aircraft, the identifier must always :

- A** include the operating agency designator
- B** include an indication of the aircraft type
- C** be the RTF callsign to be used
- D** include the aircraft registration marking

81) (For this question use annexes 033-11073A, 033-11073B, 033-11073C and 033-11073D)
Planning a MACH 0,82 cruise at FL 390, the estimated landing mass is 160 000 kg; the ground distance is 2 800 NM and the mean tailwind is 100 kt; ISA conditions. Fuel consumption will be:

- A** 22 860 kg
- B** 24 900 kg
- C** 30 117 kg
- D** 26 950 kg

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98) To carry out a VFR flight to an off-shore platform, the minimum fuel quantity on board is:

- A** that defined for VFR flights over land increased by 5 %
- B** that defined for VFR flights over land increased by 10 %
- C** identical to that defined for VFR flights over land
- D** at least equal to that defined for IFR flights

99) On an ATC flight plan, an aircraft indicated as "H" for "Heavy"

- A** has a certified landing mass greater than or equal to 136 000 kg
- B** has a certified take-off mass greater than or equal to 140 000 kg
- C** requires a runway length of at least 2 000m at maximum certified take-off mass
- D** is of the highest wake turbulence category

100) (For this question use annex 033-9738A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6) Flying VFR from PEITING (47°48.0'N, 010°55.5'E) to IMMENSTADT (47°33.5'N, 010°13.0'E) determine the distance.

- A** 32 NM
- B** 46 NM
- C** 58 NM
- D** 36 NM

101) An airway is marked FL 80 1500 a. This indicates that:

- A** the minimum enroute altitude (MEA) is FL 80.
- B** the airway base is 1500 ft MSL.
- C** the airways extends from 1500 ft MSL to FL 80.
- D** 1500 ft MSL is the minimum radio reception altitude (MRA).

102) (For this question use annex 033-9698A or Flight Planning Manual MRJT 1 Figure 4.4) Given: twin jet aeroplane, Estimated mass on arrival at the alternate 50000 kg, Elevation at destination aerodrome 3500 ft, Elevation at alternate aerodrome 30 ft Find: Final reserve fuel

- A** 2360 kg
- B** 1150 kg
- C** 2300 kg
- D** 1180 kg

103) When completing an ATS flight plan for a European destination, clock times are to be expressed in :

- A** Central European Time
- B** UTC
- C** Local mean time
- D** local standard time

104) The planned departure time from the parking area is 1815 UTC The estimated take-off time is 1825 UTC The IFR flight plan must be filed with ATC at the latest at:

- A** 1715 UTC
- B** 1725 UTC
- C** 1745 UTC
- D** 1755 UTC

105) (For this question use annex 033- 11015A or Route Manual chart E(LO)5) The NDB at DENKO (52°49'N 015°50'E) can be identified on:

- A** Frequency 440 kHz, BFO on
- B** Channel 440, BFO on
- C** Channel 440, BFO off
- D** Frequency 440 kHz, BFO off

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106) (For this question use annex 033- 10994A or Route Manual chart E(LO)6)
The magnetic course/distance from GROSTENQUIN GTQ 111.25 (49°00'N 006°43'E) to LINNA (49°41'N 006°15'E) on airway R7 is:

- A 337°/58 NM
- B 337°/46 NM
- C 157°/58 NM
- D 337°/31 NM

107) (For this question use annex 033-4735A or Flight Planning Manual SEP 1 Figure 2.5)

Given:
FL 75
Lean mixture
Full throttle
2300 RPM
Take-off fuel: 444 lbs
Take-off from MSL
Find:
Endurance in hours.

- A 05:20
- B 04:42
- C 05:23
- D 05:12

218) (For this question use annex 033- 11025A or Route Manual chart E(LO)1)
The minimum enroute altitude that can be maintained continuously on airway G1 from STRUMBLE STU 113.1 (52°00'N 005°02'W) to BRECON BCN 117.45 (51°43'N 003°16'W) is :

- A FL110
- B FL80
- C 4100ft MSL
- D 2900 ft MSL

95) (For this question use annex 033- 11064A or Route Manual chart MUNICH ILS Rwy 26R (11-4))
The ILS frequency and identifier are:

- A 108.3 IMSW
- B 108.7 IMNW
- C 108.7 IMSW
- D 108.3 IMNW

69) (For this question use annex 033-3317A or Route Manual chart E(HI)4 CAA-Edition)
An aeroplane has to fly from Salzburg (48°00.2'N 012°53.6'E) to Klagenfurt (46°37.5'N 014°33.8'E). At Salzburg there is stated on the chart D 113.8 SBG. That means :

- A VOR/DME with identification SBG frequency 113.8 MHz can be used.
- B Only the DME with identification SBG can be used, for which frequency 113.8 MHz should be tuned, VOR is not available.
- C VOR/DME SBG will be deleted in the future and cannot be used for navigation.
- D ILS/DME 113.8 MHz of Salzburg airport can be used for navigation.

109) (For this question use annex 033- 11037A or Route Manual chart E(LO)6)
An appropriate flight level for flight on airway R10 from MONTMEDY MMD 109.4 (49°24'N 005°08'E) to CHATILLON CTL 117.6 (49°08'N 003°35'E) is :

- A FL60
- B FL70
- C FL50
- D FL40

57) (For this question use annex 033- 11006A or Route Manual chart E(HI)4 CAA-Edition)
The radio navigation aid serving STRASBOURG (48°30'N 007°34'E) is a:

- A TACAN only, frequency 115.6 MHz
- B VOR/TACAN, frequency 115.6 MHz
- C VOR only, frequency 115.6 MHz
- D DME only, channel 115.6

58) ((For this question use annex 033- 11024A or Route Manual chart E(HI)4 CAA-Edition)
The minimum enroute altitude that can be maintained continuously on airway UA34 from WALLASEY WAL 114.1 (53°23'N 003°08'W) to MIDHURST MID 114.0 (51°03'N 000°37'W) is :

- A FL245
- B FL250
- C FL330
- D FL290

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59) (For this question use annex 033-11262A)
Prior to an IFR flight, when filling in the ICAO flight plan, the time information which should be entered in box 16: "Total estimated time" is the time elapsed from:

- A** taxiing until the IAF (Initial Approach Fix) of the destination aerodrome.
- B** take-off until reaching the IAF (Initial Approach Fix) of the destination aerodrome.
- C** taxi-out prior to take-off until taxiing completion after landing.
- D** take-off until landing.

60) (For this question use annex 033-11184A)
Which describes the maximum intensity of icing, if any, at FL180 in the vicinity of CASABLANCA (33°N 008°W) ?

- A** Moderate
- B** Light
- C** Nil
- D** Severe

61) The purpose of the decision point procedure is ?

- A** To reduce the landing weight and thus reduce the structural stress on the aircraft.
- B** To increase the safety of the flight.
- C** To increase the amount of extra fuel.
- D** To reduce the minimum required fuel and therefore be able to increase the traffic load.

62) If CAS is 190 kts, Altitude 9000 ft. Temp. ISA - 10°C, True Course (TC) 350°, W/V 320/40, distance from departure to destination is 350 NM, endurance 3 hours and actual time of departure is 1105 UTC. The distance from departure to Point of Equal Time (PET) is :

- A** 203 NM
- B** 147 NM
- C** 183 NM
- D** 167 NM

63) A jet aeroplane has a cruising fuel consumption of 4060 kg/h, and 3690 kg/h during holding. If the destination is an isolated airfield, the aeroplane must carry, in addition to contingency reserves, additional fuel of :

- A** 7380 kg.
- B** 1845 kg.
- C** 3500 kg.
- D** 8120 kg.

64) Which of the following statements is (are) correct with regard to the advantages of computer flight plans ?
1. The computer can file the ATC flight plan.
2. Wind data used by the computer is always more up-to-date than that available to the pilot.

- A** Neither statement
- B** Statement 1 only
- C** Statement 2 only
- D** Both statements

65) (For this question use annex 033-11245A and 033-11245B)

The flight crew of a turbojet aeroplane prepares a flight using the following data:

- Flight leg distance: 3 500 NM
 - Flight level FL 310, true airspeed: 450 kt
 - Headwind component at this level: 5 kt
 - Initially planned take-off mass (without extra fuel on board): 180 000 kg
 - Fuel price: 0.35 \$/l at departure; 0.315 \$/l at destination
- To maximize savings, the commander chooses to carry extra fuel in addition to that which is necessary. Using the appended annex, the optimum quantity of fuel which should be carried in addition to the prescribed quantity is:

- A** 22 000 kg
- B** 15 000 kg
- C** 8 000 kg
- D** The fuel transport operation is not recommended in this case.

66) (For this question use annex 033- 11047A or Route Manual SID chart for AMSTERDAM SCHIPHOL (10-3B))
The route distance from runway 27 to ARNEM is:

- A** 52 NM
- B** 67 NM
- C** 35 NM
- D** 59 NM

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83) A helicopter is on a 150 NM leg to an off-shore oil rig. Its TAS is 130 kt with a 20 kt tailwind, its endurance is 3h30min without reserve. Upon reaching destination, it is asked to proceed outbound to locate a ship in distress, on a track which gives a 15 kt tailwind. Maintaining zero reserve on return to the oil rig, the helicopter can fly outbound for distance of:

- A 158.6 NM
- B 222.1 NM
- C 160.3 NM
- D 224.5 NM

68) A VFR flight planned for a Piper Seneca III. At a navigational checkpoint the remaining usable fuel in tanks is 60 US gallons. The alternate fuel is 12 US gallons. According to the flight plan the remaining flight time is 1h35min. Calculate the highest rate of consumption possible for the rest of the trip.

- A 33.0 US gallons/hour
- B 37.9 US gallons/hour
- C 21.3 US gallons/hour
- D 30.3 US gallons/hour

82) (For this question use annex 033-12330A)
The forecast period covered by the PARIS/CHARLES-DE-GAULLE TAFs totals (hours)

- A 9
- B 18
- C 20
- D 27

70) (For this question use annex 033-11253A, 033-11253B, and 033-11253C)

Knowing that:

- . Mass at brake release: 210 000 kg
- . Selected cruise speed: 0.82 Mach
- . Flight leg distance: 3 000 NM
- . Cruise level: optimum
- . Air conditioning: standard
- . Anti-icing: OFF
- . Temperature: ISA
- . CG: 37

Assuming zero wind, the planned landing mass at destination will be:

- A 172 300 kg
- B 170 400 kg
- C 171 300 kg
- D 176 100 kg

71) (For this question use annex 033- 11002A or Route Manual chart E(HI)4 CAA-Edition)
The magnetic course/distance from SALZBURG SBG 113.8 (48°00'N 012°54'E) to STAUB (48°44'N 012°38'E) on airway UB5 is:

- A 346°/43 NM
- B 346°/45 NM
- C 346°/64 NM
- D 166°/64 NM

72) (For this question use annex 033- 11042A or Route Manual STAR chart for LONDON HEATHROW (10-2D))
The minimum holding altitude (MHA) and maximum holding speed (IAS) at MHA at OCKHAM OCK 115.3 are:

- A 7000 ft and 220kt
- B 9000ft and 220kt
- C 7000ft and 250kt
- D 9000ft and 250kt

73) (For this question use annex 033-12343A or Flight Planning Manual MRJT 1 Figure 4.3.1C)
Within the limits of the data given, a mean temperature increase of 30°C will affect the trip time by approximately :

- A +5%
- B +8%
- C -7%
- D -5%

74) (For this question use annex 033-12280A)
When completing Item 9 of the ATS flight plan, if there is no appropriate aircraft designator, the following should be entered :

- A the most descriptive abbreviation
- B "NONE"
- C "ZZZZ" followed by an entry in Item 18
- D "XXXX" followed by an entry in Item 18

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75) The maximum permissible take-off mass of an aircraft for the L wake turbulence category on a flight plan is:

- A 7 000 kg
- B 2 700 kg
- C 5 700 kg
- D 10 000 kg

76) (For this question use annexes 033-11226A and 033-11226B)
In standard atmosphere, assuming a mass of 197 000 kg, in order to fly at FL 370 and to be at the optimum altitude, your Mach number should be:

- A 0.80
- B the same as for LRC (Long Range Cruise)
- C 0.82
- D 0.84

77) Given: maximum allowable take-off mass 64 400 kg
maximum landing mass 56 200 kg
maximum zero fuel mass 53 000 kg
dry operating mass 35 500 kg
estimated load 14 500 kg
estimated trip fuel 4 900 kg
minimum take-off fuel 7 400 kg
Find the maximum allowable take-off fuel:

- A 14 400 kg
- B 8 600 kg
- C 11 100 kg
- D 11 400 kg

78) (For this question use annex 033-11240A and 033-11240B)
The flight crew of a turbojet aeroplane prepares a flight using the following data:

- Flight leg distance: 3 500 NM
 - Flight level FL 310, true airspeed: 450 kt
 - Headwind component at this level: 55 kt
 - Initially planned take-off mass (without extra fuel on board): 180 000 kg
 - Fuel price: 0.27 \$/l at destination
- The commander may carry on board 8 000 kg more fuel than that which is necessary.
For this fuel transport operation to be cost effective, the maximum fuel price at departure must be:

- A 0.30 \$/l
- B 0.24 \$/l
- C 0.28 \$/l
- D 0.29 \$/l

79) (For this question use annex 033-4623A or Flight Planning Manual MEP 1 Figure 3.3)
A flight has to be made with a multi engine piston aeroplane (MEP 1). For the fuel calculations take 5 US gallons for the taxi, and an additional 13 minutes at cruise condition to account for climb and descent. Calculated time overhead to overhead is 2h37min. Powersetting is 65%, 2500 RPM. Calculated reserve fuel is 30% of the trip fuel. FL 120. Temperature 1°C. Find the minimum block fuel.

- A 76 US gallons.
- B 118 US gallons.
- C 91 US gallons.
- D 86 US gallons.

80) (For this question use annex 033-12365A or Flight Planning Manual MRJT 1 Figure 4.7.2)
Using the above table, in ISA conditions and at a speed of M.70/280KIAS, in an elapsed time of 90 minutes an aircraft with mass at point of diversion 48000 kg could divert a distance of :

- A 603 NM
- B 608 NM
- C 584 NM
- D 563 NM

55) (For this question use annex 033-12369A or Route Manual chart NAP)
The average true course from C (62°N020°W) to B (58°N004°E) is

- A 120°
- B 109°
- C 119°
- D 099°

67) (For this question use annex 033-9739A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
Flying VFR from PEITING (47°48.0'N, 010°55.5'E) to IMMENSTADT (47°33.5'N, 010°13.0'E). Determine the minimum altitude within a corridor 5NM left and 5 NM right of the course line in order to stay 1000 ft clear of obstacles.

- A 6900 ft
- B 5500 ft
- C 6600 ft
- D 5300 ft

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368) (For this question use annex 033-11196A)
What minimum visibility (m) is forecast for 0600 UTC at LONDON LHR (EGLL) ?

- A 1500
- B 2200
- C 5000
- D 10,000

380) (For this question use annex 033- 11060A or Route Manual chart MADRID BARAJAS ILS DME Rwy 33 (11-1))
The minimum glide slope interception altitude for a full ILS is:

- A 4000 ft
- B 3500 ft
- C 2067 ft
- D 1567 ft

356) The fuel burn of an aircraft turbine engine is 220 l/h with a fuel density of 0,80. If the density is 0,75, the fuel burn will be:

- A 206 l/h
- B 220 l/h
- C 176 l/h
- D 235 l/h

357) (For this question use annex 033-11271A)
The flight crew of a turbojet aeroplane prepares a flight using the following data:

- . Take-off mass: 210 500 kg
 - . Flight leg ground distance: 2 500 NM
 - . Flight level FL 330; "Long Range" flight regime
 - . Tailwind component at this level: 70 kt
 - . Total anti-ice set on "ON"
 - . Fixed taxi fuel: 500 kg; final reserve: 2 400 kg
 - . Ignore alternate fuel.
- The effects of climb and descent are not corrected for consumption.
The quantity of fuel that must be loaded at the parking area is:

- A 30 200 kg
- B 39 750 kg
- C 31 840 kg
- D 31 340 kg

358) (For this question use annex 033-3327A or Flight Planning Manual MEP 1 Figure 3.2)
A flight is to be made in a multi engine piston aeroplane (MEP1). The cruising level will be 11000ft. The outside air temperature at FL is -15 ° C. The usable fuel is 123 US gallons. The power is set to economic cruise. Find the range in NM with 45 min reserve fuel at 45 % power.

- A 610 NM
- B 602 NM
- C 752 NM
- D 852 NM

359) A public transport aeroplane with reciprocating engines, is flying from PARIS to LYON. The final reserve corresponds to:

- A 2 hours at cruise consumption
- B 1 hour at holding speed
- C 30 minutes at holding speed
- D 45 minutes at holding speed

360) Which of the following statements is (are) correct with regard to the operation of flight planning computers ?
1. The computer can file the ATC flight plan.
2. In the event of inflight re-routing the computer produces a new plan.

- A Statement 2 only
- B Both statements
- C Neither statement
- D Statement 1 only

361) You have a flight plan IFR from Amsterdam to London. In the flight plan it is noted that you will deviate from the ATS route passing the FIR boundary Amsterdam/London. The airway clearance reads: Cleared to London via flight planned route. Which of the following statements is correct?

- A The filed deviation is not accepted.
- B You will get a separate clearance for the deviation.
- C It is not allowed to file such a flight plan.
- D The route according to the flight plan is accepted.

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362) For flight planning purposes the landing mass at alternate is taken as:

- A** Landing Mass at destination plus Alternate Fuel.
- B** Zero Fuel Mass plus Final Reserve Fuel and Alternate Fuel.
- C** Zero Fuel Mass plus Final Reserve Fuel and Contingency Fuel.
- D** Zero Fuel Mass plus Final Reserve Fuel.

363) (For this question use annex 033-9695A or Flight Planning Manual MRJT 1 Figure 4.3.3C)
Given: Twin jet aeroplane, Ground distance to destination aerodrome is 1600 NM, Headwind component 50 kt, FL 330, Cruise .78 Mach, ISA Deviation +20°C and Landing mass 55000 kg
Find: Fuel required and trip time with simplified flight planning

- A** 12400 kg, 04 h 00 min
- B** 11400 kg, 04 h 12 min
- C** 11600 kg, 04 h 15 min
- D** 12000 kg, 03 h 51 min

364) An airway is marked 3500T 2100 a. This indicates that:

- A** the airway is a low level link route 2100 ft - 3500 ft MSL
- B** the minimum obstruction clearance altitude (MOCA) is 3500 ft
- C** the minimum enroute altitude (MEA) is 3500 ft
- D** the airway base is 3500 ft MSL

365) (For this question use annex 033-3908A or Route Manual chart E(HI)4 CAA-Edition)
Planning a IFR flight from Paris Charles de Gaulle (N49 00.9 E002 36.9) to London Heathrow (N51 29.2 W000 27.9).
Find the average true course from Paris to London.

- A** 330°.
- B** 343°.
- C** 322°.
- D** 142°.

354) (For this question use annex 033-3906A or Route Manual chart SID PARIS Charles-De-Gaulle (20-3))
Planning a IFR flight from Paris (Charles de Gaulle) to London (Heathrow).
Find the elevation of the departure aerodrome.

- A** 2 ft.
- B** 387 ft.
- C** 268 ft.
- D** 217 ft.

367) (For this question use annexes 033-12306A and 033-12306B or Flight Planning Manual MRJT 1 Figure 4.5.2 and 4.5.3.3)

Given : Distance B - C :
Cruise Mach 0.78 at FL300
Temperature : - 52°C
Headwind component : 50 kt
Gross mass at B : 64 500 kg

The fuel required from B - C is :

- A** 17 100 kg
- B** 16 800 kg
- C** 20 500 kg
- D** 20 800 kg

353) (For this question use annex 033-12320A)
Which best describes the significant cloud forecast for the area east of Tunis (36°N010°E) ?

- A** 5 to 7 oktas CU and AC base FL100 tops FL180
- B** 3 to 4 oktas CU and AC base FL100 tops FL160
- C** 5 to 7 oktas CU and AC base below FL100 tops FL180
- D** 3 to 4 oktas CU and AC base below FL100 tops FL180

369) (For this question use annex 033- 10990A or Route Manual chart E(HI)5 CAA-Edition)
Of the following, the preferred airways routing from MARTIGUES MTG 117.3 (43°23'N 005°05'E) to ST PREX SPR 113.9 (46°28'N 006°27'E) above FL245 is :

- A** UB284 VILAR UB28
- B** UB28
- C** UA6 LSA UG52
- D** UB282 DGN UB46

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370) In the cruise at FL 155 at 260 kt TAS, the pilot plans for a 500 feet/min descent in order to fly overhead MAN VOR at 2 000 feet (QNH 1030). TAS will remain constant during descent, wind is negligible, temperature is standard.

The pilot must start the descent at a distance from MAN of:

- A* 110 NM
- B* 130 NM
- C* 120 NM
- D* 140 NM

371) (For this question use annex 033-12356A or Route Manual chart 5 AT(HI))
The initial great circle course from position A (80°00'N 170°00'E) to position B (75°00'N 011°E) is 177° (G). The final grid course at position B will be :

- A* 177° (G)
- B* 194° (G)
- C* 172° (G)
- D* 353° (G)

372) When calculating the fuel required to carry out a given flight, one must take into account :

- 1 - the wind
- 2 - foreseeable airborne delays
- 3 - other weather forecasts
- 4 - any foreseeable conditions which may delay landing

The combination which provides the correct statement is :

- A* 1 - 2 - 3 - 4
- B* 1 - 3
- C* 2 - 4
- D* 1 - 2 - 3

373) (For this question use annex 033-12368A or Route Manual chart NAP)
The average magnetic course from C (62°N020°W) to B (58°N004°E) is

- A* 099°
- B* 118°
- C* 119°
- D* 109°

374) On a ATC flight plan, to indicate that you will overfly the way-point ROMEO at 120 kt at flight level 085, you will write :

- A* ROMEO / K0120 FL085
- B* ROMEO / FL085 N0120
- C* ROMEO / F085 N0120
- D* ROMEO / N0120 F085

375) (For this question use annex 033-11228A)
For a long distance flight at FL 390, "Long Range" regime, divided into four flight legs with the following characteristics:

- segment AB - Ground distance: 2 000 NM. head wind component: 50 kt

- segment BC - Ground distance: 1 000 NM. head wind component: 30 kt

- segment CD - Ground distance: 500 NM. tail wind component: 100 kt

- segment DE - Ground distance: 1 000 NM. head wind component: 70 kt

The air distance of the entire flight is approximately:

- A* 4 900 NM
- B* 5 120 NM
- C* 4 630 NM
- D* 5 040 NM

376) An operator (turbojet engine) shall ensure that calculation up of usable fuel for a flight for which no destination alternate is required includes, taxi fuel, trip fuel, contingency fuel and fuel to fly for:

- A* 30 minutes at holding speed at 450 m above MSL in standard conditions
- B* 30 minutes at holding speed at 450 m above aerodrome elevation in standard conditions
- C* 2 hours at normal cruise consumption
- D* 45 minutes plus 15% of the flight time planned to be spent at cruising level or two hours whichever is less

377) (For this question use annex 033-12316A)
The W/V (°/kt) at 40°N 020°W is

- A* 155/40
- B* 310/40
- C* 334/40
- D* 135/40

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378) (For this question use annex 033-9736A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6) Flying VFR from VILLINGEN (48°03.5'N, 008°27.0'E) to FREUDENSTADT (48°28.0'N, 008°24.0'E). Determine the minimum altitude within a corridor 5NM left and 5 NM right of the course line in order to stay 1000 ft clear of obstacles.

- A 3900 ft
- B 2900 ft
- C 4200 ft
- D 1500 ft

216) (For this question use annex 033-12364A or Flight Planning Manual MRJT 1 Figure 4.7.2) For the purpose of planning an extended range flight it is required that with a start of diversion mass of 55000kg a diversion of 600 nautical miles should be achieved in 90 minutes. Using the above table, the only listed cruise technique to meet that requirement is :

- A M/KIAS .74/330
- B M/KIAS .74/290
- C M/KIAS .70/280
- D LRC

366) A jet aeroplane is to fly from A to B. The minimum final reserve fuel must allow for :

- A 20 minutes hold over alternate airfield.
- B 30 minutes hold at 1500 ft above mean sea level.
- C 15 minutes hold at 1500 ft above destination aerodrome elevation.
- D 30 minutes hold at 1500 ft above destination aerodrome elevation, when no alternate is required.

341) A "current flight plan" is a :

- A flight plan with the correct time of departure.
- B flight plan in the course of which radio communication should be practised between aeroplane and ATC.
- C filed flight plan with amendments and clearance included.
- D filed flight plan.

328) (For this question use annex 033-12322A) Which describes the intensity of icing, if any, at FL 150 in the vicinity of TOULOUSE (44° N 01°E) ?

- A light
- B nil
- C moderate or severe
- D moderate

329) An appropriate flight level for IFR flight in accordance with semi-circular height rules on a course of 180° (M) is:

- A FL100
- B FL90
- C FL95
- D FL105

330) You are to determine the maximum fuel load which can be carried in the following conditions :

- dry operating mass : 2800 kg
- trip fuel : 300 kg
- payload : 400 kg
- maximum take-off mass : 4200 kg
- maximum landing mass : 3700 kg

- A 500 kg
- B 800 kg
- C 1000 kg
- D 700 kg

331) (For this question use annex 033-9557A or Flight Planning Manual MRJT 1 Figure 4.5.3.2) Find the FUEL FLOW for the twin jet aeroplane with regard to the following data. Given: MACH .74 cruise, Flight level 310, Gross mass 50000 kg, ISA conditions

- A 1497 kg/h
- B 2300 kg/h
- C 1150 kg/h
- D 2994 kg/h

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332) (For this question use annex 033- 11061A or Route Manual chart AMSTERDAM JAA MINIMUMS (10-9X)
The Radio Altimeter minimum altitude for a CAT 2 ILS DME approach to Rwy 01L is :

- A 100 ft
- B 88 ft
- C 300 ft
- D 188 ft

333) (For this question use annex 033-9578A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)
Given: Long range cruise, OAT -45°C at FL 350, Gross mass at the beginning of the leg 40000 kg, Gross mass at the end of the leg 39000 kg
Find: True air speed (TAS) and cruise distance (NAM) for a twin jet aeroplane

- A TAS 433 kt, 227 NAM
- B TAS 423 kt, 227 NAM
- C TAS 433 kt, 1163 NAM
- D TAS 423 kt, 936 NAM

334) (For this question use annex 033- 10998A or Route Manual chart E(LO)1)
The magnetic course/distance from WALLASEY WAL 114.1 (53°23N 003°28'W" to LIFFY (53°29'N 005°30'W) on airway B1 is:

- A 279°/85 NM
- B 279°/114 NM
- C 311°/114 NM
- D 311°/85 NM

335) (For this question use annex 033-9562A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)

The aeroplane gross mass at top of climb is 61500 kg. The distance to be flown is 385 NM at FL 350 and OAT - 54.3 °C. The wind component is 40 kt tailwind. Using long range cruise procedure what fuel is required?

- A 2350 kg
- B 2050 kg
- C 2150 kg
- D 2250 kg

336) (For this question use annex 033-12314A)
The W/V (°/kt) at 50°N015°W is:

- A 310/75
- B 100/75
- C 290/75
- D 310/85

337) The cruising speed to write in the appropriate box of a flight plan is:

- A true air speed
- B indicated air speed
- C ground speed
- D calibrated air speed

338) (For this question use annex 033-11254A, 033-11254B, 033-11254C and 033-11254D)

Knowing that:

- . Mass at brake release: 190 000 kg
- . Selected cruise speed: 0.82 Mach
- . Flight leg distance: 1 500 NM
- . Cruise level: optimum
- . Air conditioning: standard
- . Anti-icing: OFF
- . Temperature: ISA
- . CG: 37%

Assuming zero wind, the planned landing mass at destination will be:

- A 171 200 kg
- B 169 200 kg
- C 170 200 kg
- D 174 800 kg

355) (For this question use annex 033-12347A or Flight Planning Manual MRJT 1 Figure 4.3.5)

For a flight of 3500 ground nautical miles, the following apply :

Tail wind component 50 kt
Temperature ISA +10°C
Brake release mass 65000kg

The (a) trip fuel and (b) trip time respectively are :

- A (a) 18100 kg
(b) 7hr 20 min
- B (a) 15800 kg
(b) 6hr 00 min
- C (a) 21800 kg
(b) 9hr 25 min
- D (a) 19000 kg
(b) 7hr 45min

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340) (For this question use annex 033-12345A or Flight Planning Manual MRJT 1 Figure 4.3.5)
Given a trip time of about 9 hours, within the limits of the data given, a temperature decrease of 30°C will affect the trip time by approximately :

- A +3%
- B -4%
- C -10%
- D +7%

381) (For this question use annex 033-11212A and 033-11212B)

Assuming the following data:

- . Ground distance to be covered: 1 500 NM
- . Cruise flight level: FL 310
- . Cruising speed: Mach 0.82 (true airspeed: 470 kt)
- . Head wind component: 40 kt
- . Planned destination landing mass: 140 000 kg
- . Temperature: ISA + 15° C
- . CG: 37 %
- . Total anti-ice: ON
- . Pack flow: HI

Fuel consumption for such a flight is:

- A 23 500 kg
- B 21 500 kg
- C 21 700 kg
- D 19 900 kg

342) (For this question use annex 033-3323A or Flight Planning Manual MRJT 1 Figure 4.3.3C)
Given: ground distance to destination aerodrome 1 600 NM; headwind component 50 kt; FL 330; cruise 0.78 Mach; ISA + 20 ° C; estimated landing weight 55000 kg .
Find: simplified flight planning to determine estimated trip fuel and trip time.

- A 12 400 kg. 04h 12 min
- B 11 400 kg. 03h 55 min
- C 12 400 kg. 03h 55 min
- D 11 400 kg. 04h 12 min

343) When completing an ATS flight plan for a flight commencing under IFR but possibly changing to VFR, the letters entered in Item 8 (FLIGHT RULES) would be :

- A G
- B X
- C Y
- D N/S

344) (For this question use annexes 033-12303A and 033-12303B or Flight Planning Manual MRJT 1 Figure 4.5.2 and 4.5.3.1))

Given : Distance C - D : 680NM
Long Range Cruise at FL340
Temperature Deviation from ISA : 0° C
Headwind component : 60 kt
Gross mass at C : 44 700 kg

The fuel required from C - D is :

- A 3700 kg
- B 3400 kg
- C 3100 kg
- D 4000 kg

345) Given:
Dry operating mass (DOM)= 33510 kg
Load= 7600 kg
Final reserve fuel= 983 kg
Alternate fuel= 1100 kg
Contingency fuel 102 kg
The estimated landing mass at alternate should be :

- A 42210 kg.
- B 42312 kg.
- C 42195 kg.
- D 42093 kg.

346) (For this question use annex 033-11191A)
The wind direction and velocity (°/kt) at 60°N 015°W is

- A 290/185
- B 290/155
- C 320/155
- D 110/155

347) (For this question use annex 033-4616A or Flight Planning Manual MRJT 1 Figure 4.3.6)
In order to get alternate fuel and time, the twin -jet aeroplane operations manual graph shall be entered with:

- A Distance (NM), wind component, zero fuel mass.
- B Distance (NM), wind component, landing mass at alternate.
- C Still air distance, wind component, zero fuel mass.
- D Flight time, wind component, landing mass at alternate.

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348) It is possible, in flight, to:

- 1 - file an IFR flight plan
- 2 - modify an active IFR or VFR flight plan
- 3 - cancel an active VFR flight plan
- 4 - close an active VFR flight plan

Which of the following combinations contains all of the correct statements?

- A** 1 - 2 - 4
- B** 1 - 2 - 3
- C** 2 - 3 - 4
- D** 1 - 2 - 3 - 4

349) (For this question use annex 033-12311A or Flight Planning Manual MRJT 1 Figure 4.4)
- HOLDING PLANNING)

The fuel required for 45 minutes holding, in a racetrack pattern, at PA 5000 ft, mean gross mass 47 000 kg, is :

- A** 1635 kg
- B** 1090 kg
- C** 1690 kg
- D** 1125 kg

350) (For this question use annex 033 11702 A)
The measured course 042° T.

The variation in the area is 6° W and the wind is calm.
The deviation card is reproduced in the annex.

In order to follow this course, the pilot must fly a compass heading of:

- A** 058°
- B** 040°
- C** 044°
- D** 052°

351) (For this question use annexes 033-9554A and 033-9554B or Flight Planning Manual MRJT 1 Paragraph 2.1 and Figure 4.2.1)

Find the FUEL MILEAGE PENALTY for the twin jet aeroplane with regard to the given FLIGHT LEVEL .
Given: Long range cruise, Cruise mass=53000 kg, FL 310

- A** 10 %
- B** 0 %
- C** 4 %
- D** 1 %

352) (For this question use annex 033-12348A or Flight Planning Manual MRJT 1 Figure 4.3.5)

The following apply:

Temperature	ISA +15°C
Brake release mass	62000kg
Trip time	5hr 20 min

What is the trip fuel ?

- A** 13500kg
- B** 13000kg
- C** 13200kg
- D** 13800kg

339) How many feet you have to climb to reach FL 75?
Given: FL 75; departure aerodrome elevation 1500 ft;
QNH = 1023 hPa; temperature = ISA; 1 hPa = 30 ft

- A** 6600 ft.
- B** 7800 ft.
- C** 6300 ft.
- D** 6000 ft.

422) (For this question use annex 033-11185A)

Which best describes the significant cloud, if any, forecast for the area southwest of BODO (67°N 014°E)

- A** 5 to 7 oktas CU and CB base FL100, tops FL180
- B** 3 to 7 oktas CU and CB base below FL100, tops FL180
- C** Nil
- D** 5 to 7 oktas CU and CB base below FL100, tops FL180

379) (For this question use annex 033- 11063A or Route Manual chart PARIS CHARLES DE GAULLE ILS Rwy 27 (21-2))

The crossing altitude and descent instruction for a propeller aircraft at COULOMMIERS (CLM) are :

- A** Cross at FL60 descend to 4000 ft
- B** Cross at FL70 descend to 4000 ft
- C** Cross at FL80 descend to FL70
- D** Cross at FL60 and maintain

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410) When completing an ATS flight plan, an elapsed time (Item 16) of 1 hour 55 minutes should be entered as :

- A 1H55
- B 115M
- C 0115
- D 0155

411) (For this question use annex 033-9709A or SID chart Paris Charles de Gaulle 20-3)
Planning an IFR-flight from Paris Charles de Gaulle to London. SID is ABB 8A.
Assume Variation 3° W, TAS 430kts, W/V 280/40 and distance to top of climb 50NM
Determine the magnetic course, ground speed and wind correction angle from top of climb to ABB 116.6.

- A MC 349°, GS 414 kt, WCA +5°
- B MC 169°, GS 450 kt, WCA +4°
- C MC 349°, GS 414 kt, WCA -5°
- D MC 169°, GS 414 kt, WCA +5°

412) (For this question use annexes 033-11074A, 033-11074B, 033-11074C and 033-11074D)
Planning a MACH 0,82 cruise at FL 390, the estimated landing mass is 160 000 kg.
The ground distance is 2 800 NM and the mean wind is equal to zero. ISA conditions.
Fuel consumption will be:

- A 30 371 kg
- B 32 657 kg
- C 30 117 kg
- D 27 577 kg

413) (For this question use annex 033-11241A)
The flight crew of a turbojet aeroplane prepares a flight using the following data:

- Flight level FL 370 at "Long Range" (LR) cruise regime
 - Mass at brake release: 212 800 kg
 - Flight leg ground distance: 2 500 NM
 - Temperatures: ISA
 - CG: 37%
 - Headwind component: 30 kt
 - "Total anti-ice" set on "ON" for the entire flight
 - No requested climb and descent correction of the fuel consumption
- The fuel consumption (from take-off to landing) is:

- A 28 720 kg
- B 30 440 kg
- C 34 430 kg
- D 32 480 kg

414) (For this question use annex 033-9575A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Given: Brake release mass 57500 kg, Temperature ISA - 10°C, Average headwind component 16 kt, Initial FL 280
Find: Climb fuel for enroute climb 280/.74

- A 1387 kg
- B 1040 kg
- C 1138 kg
- D 1238 kg

415) (For this question use annex 033- 11023A or Route Manual chart E(HI)5 CAA-Edition)
The minimum enroute altitude available on airway UR160 from NICE NIZ 112.4 (43°46'N 007°15'E) to BASTIA BTA 116.2 (42°32'N 009°29'E) is:

- A FL250
- B FL200
- C FL210
- D FL260

416) When an ATS flight plan is submitted for a flight outside designated ATS routes, points included in Item 15 (route) should not normally be at intervals of more than :

- A 20 minutes flying time or 150 km
- B 15 minutes flying time or 100 km
- C 1 hour flying time or 500 km
- D 30 minutes flying time or 370 km

417) (For this question use annex 033-11214A)
Assuming the following data:
. Ground distance to be covered: 2 600 NM
. Cruise flight level: FL 370
. Cruising speed: Mach 0.82 (true airspeed: 470 kt)
. Wind: zero wind during flight
. Planned destination landing mass: 140 000 kg
. Temperature: ISA + 15° C
. CG: 37 %
. Total anti-ice: ON
. Air conditioning: normal
Fuel consumption for such a flight is:

- A 27 400 kg
- B 31 500 kg
- C 29 100 kg
- D 29 400kg

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418) (For this question use annex 033-9704A or Flight Planning Manual MRJT 1 Figure 4.5.4)
Planning an IFR-flight from Paris to London for the twin jet aeroplane.
Given: Estimated Landing Mass 49700 kg, FL 280, W/V 280°/40 kt, Average True Course 320°, Procedure for descent .74 M/250 KIAS
Determine the distance from the top of descent to London (elevation 80 ft).

- A 65 NM
- B 76 NM
- C 87 NM
- D 97 NM

419) (For this question use annex 033- 11010A or Route Manual chart E(HI)4 CAA-Edition)
The radio navigation aid at CHIOGGIA (45°04'N 012°17'E) is a:

- A VOR/DME, frequency 114.1 MHz, and NDB frequency 408 kHz
- B VOR, frequency 114.1 MHz, and TACAN channel 408
- C VOR, frequency 114.1 MHz, and TACAN frequency 408 MHz
- D VOR/DME only, frequency 114.1 MHz

408) On a flight plan you are required to indicate in the box marked "speed" the planned speed for the first part of the cruise or for the entire cruise.
This speed is:

- A The estimated ground speed
- B The true airspeed
- C The equivalent airspeed
- D The indicated airspeed

421) In an ATS flight plan Item 15 (route), in terms of latitude and longitude, a significant point at 41°35' north 4°15' east should be entered as :

- A 41°35' N 04° 15'E
- B N04135E0415
- C N4135 E00415
- D 4135N00415E

407) (For this question use annex 033-12310A or Flight Planning Manual MRJT 1 Figure 4.4)
- HOLDING PLANNING
The fuel required for 30 minutes holding, in a racetrack pattern, at PA 1500 ft, mean gross mass 45 000 kg, is :

- A 1010 kg
- B 1310 kg
- C 2180 kg
- D 1090 kg

423) (For this question use annexes 033-3912A and 033-3912B or Route Manual chart E(HI)4 CAA-Edition and Flight planning manual Figure 4.3.2A)
Planning a flight from Paris Charles de Gaulle (N49 00.9 E002 36.9) to London Heathrow (N51 29.2 W000 27.9) for a twin - jet aeroplane.
Preplanning:
Powersetting: Mach= 0.74
Planned flight level FL 280
The Landing Mass in the fuel graph is 50 000 kg
The trip distance used for calculation is 200 NM
The wind from Paris to London is 280°/40 kt
Find the estimated trip fuel.

- A 1 900 kg.
- B 1 450 kg.
- C 1 740 kg.
- D 1 550 kg.

424) From which of the following would you expect to find the dates and times when temporary danger areas are active

- A SIGMET
- B RAD/NAV charts
- C NOTAM and AIP (Air Information Publication)
- D Only AIP (Air Information Publication)

425) Given :
Distance X to Y 2700 NM
Mach Number 0.75
Temperature -45°C
Mean wind component 'on' 10 kt tailwind
Mean wind component 'back' 35 kt tailwind
The distance from X to the point of equal time (PET) between X and Y is :

- A 1313 NM
- B 1425 NM
- C 1386 NM
- D 1350 NM

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426) Given the following:

D = flight distance
X = distance to Point of Equal Time
GSo = groundspeed out
GSr = groundspeed return

The correct formula to find distance to Point of Equal Time is :

- A** $X = D \times GSr / (GSo + GSr)$
B $X = D \times GSo / (GSo + GSr)$
C $X = (D/2) \times GSo / (GSo + GSr)$
D $X = (D/2) + GSr / (GSo + GSr)$

427) (For this question use annex 033-12374A or Route Manual chart NAP)
The average true course from A (64°N006°E) to C (62°N020°W) is

- A** 271°
B 079°
C 259°
D 247°

428) (For this question use annex 033-9564A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Find: Time, Fuel, Still Air Distance and TAS for an enroute climb 280/.74 to FL 350.
Given: Brake release mass 64000 kg, ISA +10°C, airport elevation 3000 ft

- A** 26 min, 1975 kg, 157 Nautical Air Miles (NAM), 399 kt
B 26 min, 2050 kg, 157 Nautical Air Miles (NAM), 399 kt
C 20 min, 1750 kg, 117 Nautical Air Miles (NAM), 288 kt
D 25 min, 1875 kg, 148 Nautical Air Miles (NAM), 391 kt

429) Given:
Dry operating mass (DOM)= 33000 kg
Load= 8110 kg
Final reserve fuel= 983 kg
Alternate fuel= 1100 kg
Contingency fuel 102 kg
The estimated landing mass at alternate should be :

- A** 42312 kg.
B 42195 kg.
C 41110 kg.
D 42210 kg.

430) (For this question use annex 033-10991A or Route Manual chart E(HI)5 CAA-Edition)
Of the following, the preferred airways routing from AMBOISE AMB 113.7 (47°26'N 001°04'E) to AGEN AGN (43°53'N 000°52'E) above FL200 is:

- A** UA34
B UB19 POI UB195
C UH40 FOU CO UH20 PERIC UA34
D UB19 CGC UA25

431) (For this question use annex 033-11182A)
The surface weather system over England (53°N 002°W) is

- A** a depression moving north
B a warm front moving southeast
C a cold front moving east
D an occluded front moving east

432) (For this question use annex 033- 11062A or Route Manual chart LONDON HEATHROW ILS DME Rwy 09R (11-1))
The Minimum Descent Altitude (MDA) for an ILS glide slope out, is:

- A** 275 ft
B 200 ft
C 480 ft
D 405 ft

433) (For this question use annex 033-11211A and 033-11211B)

Assuming the following data:

- . Ground distance to be covered: 2 000 NM
 - . Cruise flight level: FL 330
 - . Cruising speed: Mach 0.82 (true airspeed: 470 kt)
 - . Head wind component: 30 kt
 - . Planned destination landing mass: 160 000 kg
 - . Temperature: ISA
 - . CG: 37%
 - . Total anti-ice: ON
 - . Pack flow: HI
- Time needed to carry out such a flight is:

- A** 5 h 02 min
B 4 h 10 min
C 4 h 43 min
D 4 h 26 min

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420) (For this question use annex 033-9732A or Flight Planning Manual SEP1 Figure 2.2 Table 2.2.2)
A flight has to be made with the single engine sample aeroplane. For the fuel calculation allow 10 lbs fuel for start up and taxi, 3 minutes and 1 gallon of additional fuel to allow for the climb, 10 minutes and no fuel correction for the descent.
Planned flight time (overhead to overhead) is 03 hours and 12 minutes.
Reserve fuel 30% of the trip fuel.
Power setting is 25 in.HG (or full throttle), 2100 RPM, 20°C lean.
Flight level is 70 and the OAT 11°C.
The minimum block fuel is:

- A 283 lbs
- B 268 lbs
- C 252 lbs
- D 215 lbs

395) (For this question use annex 033-3910A or Flight Planning Manual MRJT 1 Figure 4.4)
Planning a flight from Paris Charles de Gaulle to London Heathrow for a twin - jet aeroplane.
Preplanning:
Dry Operating Mass (DOM): 34 000 kg
Traffic Load: 13 000 kg
The holding is planned at 1 500 ft above alternate elevation. The alternate elevation is 256 ft. The holding is planned for 30 minutes with no reductions.
Determine the Estimated Landing Mass at alternate Manchester.

- A 48 125 kg.
- B 49 250 kg.
- C 2 250 kg.
- D 48 675 kg.

382) (For this question use annex 033-9703A or Route Manual SID chart 20-3 for PARIS Charles-de-Gaulle)
Planning an IFR-flight from Paris (Charles de Gaulle) RWY 27 to London.
Given: Distance from PARIS Charles-de-Gaulle to top of climb 50 NM
Determine the distance from the top of climb (TOC) to ABB 116.6.

- A 36.5 NM
- B 31 NM
- C 24.5 NM
- D 33 NM

383) "Integrated range" curves or tables are presented in the Aeroplane Operations Manuals. Their purpose is

- A to determine the still air distance for a wind components varying with altitude.
- B to determine the optimum speed considering the fuel cost as well as the time related cost of the aeroplane.
- C to determine the fuel consumption for a certain still air distance considering the decreasing fuel flow with decreasing mass.
- D to determine the flight time for a certain leg under consideration of temperature deviations.

384) (For this question use annex 033- 11030A or Route Manual chart E(HI)4 CAA-Edition)
An appropriate flight level for flight on airway UR1 from ORTAC (50°00'N 002°00'W) to MIDHURST MID 114.0 (51°03'N 000°37'W) is:

- A FL230
- B FL250
- C FL260
- D FL240

385) ((For this question use annex 033-9727A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
Give the frequency of ZÜRICH VOLMET.

- A 118.10 MHz
- B 127.20 MHz
- C 127.20 kHz
- D 128.525 MHz

386) Given: Maximum allowable take-off mass 64400 kg, Maximum landing mass 56200 kg, Maximum zero fuel mass 53000 kg, Dry operating mass 35500 kg, Traffic load 14500 kg, Trip fuel 4900 kg, Take-off fuel 7400 kg
Find: Maximum additional load

- A 3000 kg
- B 4000 kg
- C 7000 kg
- D 5600 kg

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387) (For this question use annex 033- 11046A or Route Manual SID charts for ZURICH (10-3))
Which is the correct ALBIX departure via AARAU for runway 16?

- A ALBIX 7S
- B ALBIX 7A
- C ALBIX 6H
- D ALBIX 6E

388) (For this question use annex 033-12312A or Flight Planning Manual MRJT 1 Figure 4.3.6)

Given: Distance to Alternate 450 NM
Landing mass at Alternate : 45 000 kg
Tailwind component : 50 kt

The Alternate fuel required is :

- A 3050 kg
- B 2900 kg
- C 2500 kg
- D 2750 kg

389) (For this question use annex 033-12338A)
Which best describes the weather, if any, forecast for JOHANNESBURG/JAN SMUTS at 0400 UTC?

- A CAVOK
- B mist and/or fog
- C patches of fog
- D rain associated with thunderstorms

390) (For this question use annex 031-11229A)
For a turbojet aeroplane flying with a mass of 190 000 kg, at Mach 0.82, and knowing that the temperature at flight level FL 370 is - 35° C, the optimum flight altitude calculated using the annex is:

- A 38600 ft
- B 37400 ft
- C 37800 ft
- D 34600 ft

391) (For this question use annex.033-12342A or Flight Planning Manual MRJT 1 Figure 4.3.5)

Given the following :

Head wind component 50 kt
Temperature ISA + 10°C
Brake release mass 65000kg
Trip fuel available 18000kg

What is the maximum possible trip distance ?

- A 3100 NM
- B 3480 NM
- C 2540 NM
- D 2740 NM

392) (For this question use annex 033-3907A or Route Manual chart STAR LONDON Heathrow (10-2))

Planning a IFR flight from Paris (Charles de Gaulle) to London (Heathrow).

Find the elevation of the destination aerodrome.

- A 100 ft.
- B 80 ft.
- C 77 ft.
- D 177 ft.

409) (For this question use annexes 033-3911A and 033-3911B) or (Route Manual chart E(HI)4 CAA-Edition and Flight planning manual Figure 4.3.6)

Planning a flight from Paris Charles de Gaulle (N49 00.9 E002 36.9) to London Heathrow (N51 29.2 W000 27.9) for a twin - jet aeroplane. The alternate airport is Manchester (N53 21.4 W002 15.7)

Preplanning:

The wind from London to Manchester is 250°/30 kt
The distance from London to Manchester is 160 NM.
Assume the Estimated Landing Mass at alternate is about 50 000 kg.

Find the alternate fuel and the according time.

- A 1 600 kg and 36 minutes.
- B 1 200 kg and 26 minutes.
- C 1 450 kg and 32 minutes.
- D 1 300 kg and 28 minutes.

394) After flying for 16 min at 100 kt TAS with a 20 kt tail wind component, you have to return to the airfield of departure. You will arrive after:

- A 24 min
- B 20 min
- C 10 min 40 sec
- D 16 min

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325) When a pilot fills in a flight plan, he must indicate the wake turbulence category. This category is a function of which mass?

- A** estimated take-off mass
- B** maximum certified landing mass
- C** actual take-off mass
- D** maximum certified take-off mass

396) (For this question use annex 033-9576A or Route Manual chart E(HI)5 CAA-Edition)
Given: Leg Moulins(N46 24.4 E003 38.0)/Dijon(N47 16.3 E005 05.9).
Find: Route designator and total distance

- A** UG 21, 26 NM
- B** Direct route, 69 NM
- C** D, 44 NM
- D** UG 21, 69 NM

397) The Trip Fuel for a jet aeroplane to fly from the departure aerodrome to the destination aerodrome is 5 350 kg. Fuel consumption in holding mode is 6 000 kg/h. The quantity of fuel which is needed to carry out one go-around and land on the alternate airfield is 4 380 kg. The destination aerodrome has a single runway.

What is the minimum quantity of fuel which should be on board at take-off?

- A** 12 700 kg
- B** 10 000 kg
- C** 13 000 kg
- D** 13 050 kg

398) In the ATS flight plan Item 13, in a flight plan submitted before departure, the departure time entered is the :

- A** estimated off-block time
- B** estimated time over the first point en route
- C** estimated take-off time
- D** allocated slot time

399) (For this question use annex 033- 10997A or Route Manual chart E(LO)2)
The magnetic course/distance from CAMBRAI CMB 112.6 (50°14'N 003°09'E) to TALUN (49°33'N 003°25'E) on airway B3 is:

- A** 349°/26 NM
- B** 169°/68 NM
- C** 349°/42 NM
- D** 169°/42 NM

400) (For this question use annexes 033-9707A, 033-9707B or Route Manual chart E(HI)4 CAA-Edition, Instrument approach chart ILS DME Rwy 27R)
Planning an IFR-flight from Paris to London (Heathrow) via initial approach fix (IAF) Biggin VOR .
Given: distance from top of descent (TOD) to Rwy 27R is 76 NM
Determine the distance from ABB 116.6 to TOD.

- A** 55 NM
- B** 49 NM
- C** 60 NM
- D** 100 NM

401) The navigation plan reads:
Trip fuel: 136 kg
Flight time: 2h45min
Calculated reserve fuel: 30% of trip fuel
Fuel in tank is minimum (no extra fuel on board)
Taxi fuel: 3 kg
The endurance on the ICAO flight plan should read:

- A** 2h49min
- B** 3h38min
- C** 3h34min
- D** 2h45min

402) (For this question use annex 033-11216A)
A turbojet aeroplane is flying using the following data:
. flight level FL 250, Long Range (LR) cruise, mass of 150 000 kg
. temperature: ISA
. head wind component: 100 kt
. remaining flight time: 1 h 40 min
The ground distance that can be covered during the cruise flight is:

- A** 841 NM
- B** 2031 NM
- C** 445 NM
- D** 612 NM

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403) (For this question use annex 033-12373A or Route Manual chart NAP)
The average magnetic course from A (64°N006°E) to C (62°N020°W) is

- A 279°
- B 271°
- C 259°
- D 247°

404) (For this question use annex 033-12340A or Flight Planning Manual MRJT 1 Figure 4.3.5)
For a flight of 2800 ground nautical miles the following apply :
Head wind component 20 kt
Temperature ISA + 15°C
Brake release mass 64700 kg
The (a) trip fuel, and (b) trip time respectively are :

- A (a) 18400 kg
(b) 7hr 00 min
- B (a) 17000 kg
(b) 6hr 45 min
- C (a) 15800 kg
(b) 6hr 15 min
- D (a) 16200 kg
(b) 6hr 20 min

405) (For this question use annex 033-11202A)
Which of the following flight levels, if any, is forecast to be clear of significant cloud, icing and CAT along the marked route from SHANNON (53°N 10°W) to BERLIN (53°N 13°E) ?

- A FL290
- B None
- C FL250
- D FL 210

406) (For this question use annex 033-9571A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)
Find: Final fuel consumption for this leg
Given: Long range cruise, Temperature -63°C, FL 330, Initial gross mass enroute 54100 kg, Leg flight time 29 min

- A 1000 kg
- B 1093 kg
- C 1107 kg
- D 1100 kg

393) (For this question use annex 033-11213A and 033-11213B)

Assuming the following data:

- . Ground distance to be covered: 2 500 NM
 - . Cruise flight level: FL 350
 - . Cruising speed: Mach 0.82 (true airspeed: 470 kt)
 - . Tailwind component: 40 kt
 - . Planned destination landing mass: 150 000 kg
 - . Temperature: ISA
 - . CG: 37%
 - . Total anti-ice: OFF
 - . Air conditioning: normal
- Fuel consumption for such a flight is:

- A 27 800 kg
- B 27 000 kg
- C 28 300 kg
- D 29 200 kg

259) (For this question use annex 033-12276A)
In the ATS flight plan Item 15, for a flight along a designated route, where the departure aerodrome is not on or connected to that route :

- A the letters "DCT" should be entered, followed by the point of joining the ATS route
- B it is necessary only to give the first reporting point on that route
- C the words "as cleared" should be entered
- D it is not necessary to indicate the point of joining that route as it will be obvious to the ATS unit.

327) (For this question use annex 033-9706A or Flight Planning Manual MRJT 1 Figure 4.5.4)
Planning an IFR-flight from Paris to London for the twin jet aeroplane.
Given: Estimated Landing Mass 49700 kg, FL 280, W/V 280°/40 kt, Average True Course 320°, Procedure for descent .74 M/250 KIAS
Determine the fuel consumption from the top of descent to London (elevation 80 ft).

- A 210 kg
- B 320 kg
- C 273 kg
- D 263 kg

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247) On a given path, it is possible to choose between four flight levels (FL), each associated with a mandatory flight Mach Number (M). The flight conditions, static air temperature (SAT) and headwind component (HWC) are given below:

FL 370 - M = 0.80 Ts = -60°C HWC = -15 kt
FL 330 - M = 0.78 Ts = -60°C HWC = - 5 kt
FL 290 - M = 0.80 Ts = -55°C HWC = -15 kt
FL 270 - M = 0.76 Ts = -43°C HWC = 0

The flight level allowing the highest ground speed is:

- A FL290
- B FL330
- C FL370
- D FL270

248) (For this question use annex 033-9550A or Flight Planning Manual MRJT 1 Figure 4.2.2)
Find the SHORT DISTANCE CRUISE ALTITUDE for the twin jet aeroplane.
Given: Brake release mass=45000 kg, Temperature=ISA + 20°C, Trip distance=50 Nautical Air Miles (NAM)

- A 11000 ft
- B 10000 ft
- C 7500 ft
- D 12500 ft

249) (For this question use annex 033-12375A or Route Manual chart NAP)
The initial magnetic course from A (64°N006°E) to C (62°N020°W) is

- A 267°
- B 271°
- C 262°
- D 275°

250) (For this question use annex 033-3306A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)
Given: flight time from top of climb to the enroute point in FL280 is 48 min. Cruise procedure is long range cruise (LRC).

Temp. ISA -5° C
Take-off mass 56 000 kg
Climb fuel 1 100 kg

Find: distance in nautical air miles (NAM) for this leg and fuel consumption:

- A 437 NAM; 2100 kg
- B 345 NAM; 2000 kg
- C 350 NAM; 2000 kg
- D 345 NAM; 2100 kg

251) (For this question use annex 033-11261A)
Prior to an IFR flight, when filling in the ICAO flight plan, the time information which should be entered in box 13: "Time" is:

- A planned take-off time.
- B planned engine start time.
- C the time of flight plan filing.
- D estimated off-block time.

252) (For this question use annex 033-9543A or Flight Planning Manual MRJT 1 Figure 4.4)
The final reserve fuel taken from the HOLDING PLANNING table for the twin jet aeroplane is based on the following parameters:

- A pressure altitude, aeroplane mass and flaps down with maximum range speed
- B pressure altitude, aeroplane mass and flaps up with maximum range speed
- C pressure altitude, aeroplane mass and flaps down with minimum drag airspeed
- D pressure altitude, aeroplane mass and flaps up with minimum drag airspeed

253) (For this question use annex 033-12332A)
The surface wind velocity (°/kt) at PARIS/CHARLES-DE-GAULLE at 1330 UTC was

- A 180/12
- B 270/04
- C 300/05
- D 270/08

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254) (For this question use annex 033-11210A and 033-11210B)
Assuming a departure/destination fuel price ratio of 0.92, the commander decides to optimize fuel tankering by using the following data:
. Cruise flight level: FL 350
. Air distance to be covered: 1 830 NM
. Planned take-off mass: 190 000 kg (with a minimum prescribed fuel quantity of 30 000 kg that includes a trip fuel of 22 000 kg)
. Maximum landing mass: 180 000 kg
. Maximum take-off mass: 205 000 kg
. Maximum tank capacity: 40 000 kg
The additional fuel quantity will be:

- A 10 000 kg
- B 20 000 kg
- C 12 000 kg
- D 15 000 kg

255) (For this question use annex 033- 11012A or Route Manual chart E(LO)1)
The radio navigation aid at BELFAST CITY (54°37'N 005°53'W) is :

- A an NDB, frequency 420 kHz, continuous operation
- B an NDB, frequency 420 kHz, NOT continuous operation
- C a TACAN, channel 420
- D a fan marker, frequency 420 kHz

256) (For this question use annex 033-11188A)
The maximum wind velocity (°/kt) shown in the vicinity of MUNICH (48°N 012°E) is :

- A 290/110
- B 300/140
- C 300/100
- D 300/160

245) A METAR reads : SA1430 35002KY 7000 SKC 21/03 Q1024 =
Which of the following information is contained in this METAR ?

- A temperature/dewpoint
- B runway in use
- C day/month
- D period of validity

258) (For this question use annex 033-11209A and 033-11209B)
Assuming a departure/destination fuel price ratio of 0.91, the commander decides to optimize fuel tankering by using the following data:
. Cruise flight level: FL 350
. Air distance to be covered: 2 500 NM
. Planned take-off mass: 200 000 kg (with the minimum prescribed fuel quantity of 38 000 kg that includes a trip fuel of 29 000 kg)
. Maximum landing mass: 180 000 kg
. Maximum take-off mass: 205 000 kg
. Maximum tank capacity: 40 000 kg
The additional fuel quantity will be:

- A 3 000 kg
- B 2 000 kg
- C 4 000 kg
- D 0 kg

244) (For this question use annex 033-12355A or Route Manual chart 5 AT(HI))
The initial great circle true course from Keflavik (64°00'N 022°36' W) to Vigra (62°33'N 006°02'E) measures 084°. On a polar enroute chart where the grid is aligned with the 000° meridian the initial grid course will be :

- A 066°
- B 106°
- C 080°
- D 096°

260) (For this question use annex 033-12349A or Flight Planning Manual MRJT 1 Figure 4.3.1C)
For a flight of 2400 ground nautical miles the following apply :
Temperature ISA -10°C
Cruise altitude 29000ft
Landing mass 45000kg
Trip fuel available 16000kg
What is the maximum headwind component which may be accepted ?

- A 0
- B 35 kt
- C 15kt
- D 70kt

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261) Planning a flight from Paris (Charles de Gaulle) to London (Heathrow) for a twin - jet aeroplane.

Preplanning:

Maximum Take-off Mass: 62 800 kg

Maximum Zero Fuel Mass: 51 250 kg

Maximum Landing Mass: 54 900 kg

Maximum Taxi Mass: 63 050 kg

Assume the following preplanning results:

Trip fuel: 1 800 kg

Alternate fuel: 1 400 kg

Holding fuel (final reserve): 1 225 kg

Dry Operating Mass: 34 000 kg

Traffic Load: 13 000 kg

Catering: 750 kg

Baggage: 3 500 kg

Find the Take-off Mass (TOM):

A 51 515 kg.

B 55 765 kg.

C 51 425 kg.

D 52 265 kg.

262) An aeroplane is flying from an airport to another.

In cruise, the calibrated airspeed is 150 kt, true airspeed 180 kt, average groundspeed 210 kt, the speed box on the filed flight plan shall be filled as follows:

A K0150

B N0180

C K0210

D K0180

263) According to the chart the minimum obstruction clearance altitude (MOCA) is 8500 ft. The meteorological data gives an outside air temperature of -20°C at FL 85. The QNH, given by a met. station at an elevation of 4000ft, is 1003 hPa.

What is the minimum pressure altitude which should be flown according to the given MOCA?

A 8500 ft.

B 12800 ft.

C 8200 ft.

D 8800 ft.

264) The fuel burn off is 200 kg/h with a relative fuel density of 0,8. If the relative density is 0,75, the fuel burn will be:

A 267 kg/h

B 200 kg/h

C 213 kg/h

D 188 kg/h

265) (For this question use annex 033-12354A or Route Manual chart NAP)

On a direct great circle course from Shannon (52°43' N 008°53'W) to Gander (48°54'N054°32'W), the

(a) average true course, and

(b) distance, are :

A a) 281°
(b) 1877 NM

B (a) 262°
(b) 1720 NM

C a) 281°
(b) 2730 NM

D a) 244°
(b) 1520 NM

266) (For this question use annex 033-9691A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)

Given: twin jet aeroplane, FL 330, Long range cruise,

Outside air temperature -63°C, Gross mass 50500 kg

Find: True air speed (TAS)

A 420 kt

B 433 kt

C 431 kt

D 418 kt

267) (For this question use annex 033-12313A or Flight Planning Manual MRJT 1 Figure 4.3.6)

Given : Distance to Alternate : 400 NM

Landing mass at Alternate : 50 000kg

Headwind component : 25 kt

The alternate fuel required is :

A 2550 kg

B 2900 kg

C 2650 kg

D 2800 kg

268) (For this question use annex 033-9723A,

AERONAUTICAL CHART ICAO 1:500 000 STUTTGART

(NO 47/6) or Route Manual VFR+GPS chart ED-6)

Flying from ERBACH airport (48°21'N, 009°55'E) to

POLTRINGEN airport (48°33'N, 008°57'E). Find magnetic course and the distance.

A Magnetic course 287°, distance 60 NM

B Magnetic course 287°, distance 41 NM

C Magnetic course 252°, distance 41 NM

D Magnetic course 108°, distance 60 NM

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269) (For this question use annexes 033-3308A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Given : brake release mass 57 500 kg
temperature ISA -10°C; head wind component 16 kt
initial FL 280
Find: still air distance (NAM) and ground distance (NM) for the climb

- A 62 NAM; 59 NM
- B 59 NAM;62 NM
- C 67 NAM; 71 NM
- D 71 NAM;67 NM

270) (For this question use annex 033-12352A or Flight Planning Manual MRJT 1 Figure 4.3.1C)
For a flight of 2400 ground nautical miles the following apply :
Tail wind component 25 kt
Temperature ISA -10°C
Cruise altitude 31000ft
Landing mass 52000kg
The (a) trip fuel and (b) trip time respectively are :

- A (a) 16200kg
(b) 5 hr 45 min
- B (a) 13600kg
(b) 6 hr 30 min
- C (a) 12000kg
(b) 5 hr 15 min
- D (a) 14200kg
(b) 5 hr 30 min

257) In the ATS flight plan item 15, it is necessary to enter any point at which a change of cruising speed takes place. For this purpose a "change of speed" is defined as :

- A 10 % TAS or 0.05 Mach or more
- B 20 km per hour or 0.1 Mach or more
- C 20 knots or 0.05 Mach or more
- D 5% TAS or 0.01 Mach or more

232) (For this question use annex 033-11194A)
The wind direction and velocity (°/kt) at 40°N 040°E is

- A 300/75
- B 330/75
- C 330/85
- D 150/75

219) (For this question use annex 033-12327A)
The maximum wind velocity (°/kt) immediately north of TUNIS (36°N010°E) is

- A 280/110
- B 250/85
- C 180/105
- D 190/95

220) (For this question use annex 033-9730A,
AERONAUTICAL CHART ICAO 1:500 000 STUTT GART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
Which navigation aid is located in position 48°30'N, 007°34'E?

- A VOR/DME
- B NDB
- C VOR
- D TACAN

221) (For this question use annex 033-9719A,
AERONAUTICAL CHART ICAO 1:500 000 STUTT GART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
An aeroplane is flying VFR and approaching position TANGO VORTAC (48°37'N, 009°16'E) at FL 055 and magnetic course 090°, distance from VORTAC TANGO 20 NM.
Name the frequency of the TANGO VORTAC.

- A 118.80 MHz
- B 112.50 MHz
- C 118.60 MHz
- D 422 kHz

222) (For this question use annex 033-3324A or Flight Planning Manual MRJT 1 Figure 4.4)
Given: dry operating mass 35 500 kg; estimated load 12 000 kg, contingency approach and landing fuel 2 500 kg; elevation at departure aerodrome 500 ft; elevation at alternate aerodrome 30 ft.
Find: final reserve fuel for a jet aeroplane (holding) and give the elevation which is relevant.

- A 2 360 kg; alternate elevation
- B 1 180 kg;destination elevation
- C 2 360 kg;destination elevation
- D 1 180 kg; alternate elevation

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- 223) Which of the following statements is (are) correct with regard to computer flight plans
1. The computer takes account of bad weather on the route and adds extra fuel.
 2. The computer calculates alternate fuel sufficient for a missed approach, climb, cruise, descent and approach and landing at the destination alternate.

A Both statements
B Statement 1 only
C Neither statement
D Statement 2 only

- 224) (For this question use annex 033-11195A)
What lowest cloud conditions (oktas/ft) are forecast for 1900 UTC at HAMBURG (EDDH) ?

A 5 to 7 at 2000
B 5 to 7 at 500
C 3 to 4 at 500
D 5 to 7 at 1200

- 225) Find the distance to the POINT OF SAFE RETURN (PSR).
Given: maximum useable fuel 15000 kg, minimum reserve fuel 3500 kg, Outbound: TAS 425 kt, head wind component 30 kt, fuel flow 2150 kg/h, Return: TAS 430 kt, tailwind component 20 kt, fuel flow 2150 kg/h

A 1143 NM
B 1463 NM
C 1491 NM
D 1125 NM

- 226) (For this question use annex 033-12353A or Route Manual chart 5 AT(HI))
On airway PTS P from Vigra (62°33'4N 006°02'E), the initial great circle grid course is :

A 350
B 344
C 353
D 347

- 227) An aircraft is in cruising flight at FL 095, IAS 155kt. The pilot intends to descend at 500 ft/min to arrive overhead the MAN VOR at 2 000 FT (QNH 1 030hPa). The TAS remains constant in the descent, wind is negligible, temperature standard. At which distance from MAN should the pilot commence the descent?

A 40 NM
B 45 NM
C 48 NM
D 42 NM

- 228) (For this question use annex 033-12277A)
In the event that SELCAL, is prescribed by an appropriate authority, in which section of the ATS flight plan will the SELCAL code be entered ?

A AIRCRAFT IDENTIFICATION
B OTHER INFORMATION
C EQUIPMENT
D ROUTE

- 229) On an instrument approach chart, a minimum sector altitude (MSA) is defined in relation to a radio navigation facility. Without any particular specification on distance, this altitude is valid to:

A 10 NM
B 25 NM
C 20 NM
D 15 NM

- 246) During an IFR flight in a Beech Bonanza the fuel indicators show that the remaining amount of fuel is 100 lbs after 38 minutes. The total amount of fuel at departure was 160 lbs. For the alternate fuel, 30 lbs is necessary. The planned fuel for taxi is 13 lbs. Final reserve fuel is estimated at 50 lbs. If the fuel flow remains the same, how many minutes can be flown to the destination with the remaining fuel?

A 63 minutes.
B 44 minutes.
C 4 minutes.
D 12 minutes.

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231) (For this question use annex 033-9728A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6) Which navigation aid is located in position 48°55'N, 009°20'E ?

- A VOR/DME
- B NDB
- C TACAN
- D VOR

273) (For this question use annex 033-12319A) The approximate mean wind component (kt) along true course 180° from 50°N to 40°N at 005° W is

- A headwind 55 kt
- B tail wind 55 kt
- C tail wind 40 kt
- D tail wind 70 kt

233) (For this question use annex 033- 11031A or Route Manual chart E(HI)4 CAA-Edition) An appropriate flight level for flight on airway UG1 from ERLANGEN ERL 114.9 (49°39'N 011°09'E) to FRANKFURT FFM 114.2 (50°03'N 008°38'E) is :

- A FL290
- B FL300
- C FL320
- D FL310

234) (For this question use annex 033- 11004A or Route Manual chart E(HI)5 CAA-Edition) The magnetic course/distance from LIMOGES LMG 114.5 (45°49'N 001°02'E) to CLERMONT FERRAND CMF 117.5 (45°47'N 003°11'E) on airway UG22 is:

- A 094°/ 90 NM
- B 067°/ 122 NM
- C 113°/ 142 NM
- D 046°/ 70 NM

235) On an ATC flight plan, to indicate that you will overfly the way-point TANGO at 350 kts at flight level 280, you write:

- A TANGO / K0350 FL280
- B TANGO / FL280 N0350
- C TANGO / KT350 F280
- D TANGO / N0350 F280

236) In the appropriate box of a flight plan, for endurance, one must indicate the time corresponding to:

- A the total usable fuel on board
- B the required fuel for the flight
- C the required fuel for the flight plus the alternate and 45 minutes
- D the total usable fuel on board minus reserve fuel

237) (For this question use annex 033-11197A) Which affects the visibility forecast for 0000 UTC at LAHORE (OPLA) ?

- A Mist
- B Smoke
- C Dust
- D Haze

238) (For this question use annex 033-12341A or Flight Planning Manual MRJT 1 Figure 4.3.1C) For a flight of 1900 ground nautical miles the following apply :

Head wind component	10 kt
Temperature	ISA -5°C
Trip fuel available	15000 kg
Landing mass	50000kg

What is the minimum cruise level (pressure altitude) which may be planned ?

- A 17000 ft
- B 22000 ft
- C 14000 ft
- D 10000 ft

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239) (For this question use annex 033-3909A or Route Manual chart E(HI)4 CAA-Edition)
Planning a IFR flight from Paris Charles de Gaulle (N49 00.9 E002 36.9) to London Heathrow (N51 29.2 W000 27.9).

Determine the preplanning distance by calculating the direct distance plus 10%.

The preplanning distance is:

- A** 188 NM.
- B** 308 NM.
- C** 218 NM.
- D** 207 NM.

240) (For this question use annex 033-11259A and 033-11259B)

The flight crew of a turbojet aeroplane prepares a flight using the following data:

- Flight leg air distance: 2 700 NM
- Flight level FL 310, true airspeed: 470 kt
- Tailwind component at this level: 35 kt
- Initially planned take-off mass (without extra fuel on board): 180 000 kg
- Fuel price: 0.28 Euro/l at departure; 0.26 Euro/l at destination

To maximize savings, the commander chooses to carry extra fuel in addition to that which is necessary.

The optimum quantity of fuel which should be carried in addition to the prescribed quantity is:

- A** The fuel transport operation is not recommended in this case
- B** 4 000 kg
- C** 6 000 kg
- D** 10 000 kg

241) (For this question use annex 033-12333A)
Which best describes the weather, if any, at LYON/SATOLAS at 1330 UTC ?

- A** light rain associated with thunderstorms
- B** frequent rain showers
- C** fog
- D** nil

242) (For this question use annexes 033-9494A and 033-9694B or Flight Planning Manual MRJT 1 Figure 4.5.3.1 and Figure 4.3.1B)

Given: twin jet aeroplane, Zero fuel mass 50000 kg, Landing mass at alternate 52000 kg, Final reserve fuel 2000 kg, Alternate fuel 1000 kg, Flight to destination: Distance 720 NM, True course 030°, W/V 340°/30 kt, Long range cruise, FL 330, Outside air temperature -30°C
Find: Estimated trip fuel and time with simplified flight planning

- A** 4400 kg, 02 h 05 min
- B** 4750 kg, 02 h 00 min
- C** 4600 kg, 02 h 05 min
- D** 4800 kg, 01 h 51 min

243) (For this question use annex 033-3311A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)

Given :FL 330; long range cruise; OAT -63°C; gross mass 50 500 kg.
Find: true airspeed (TAS)

- A** 431 kt
- B** 418 kt
- C** 420 kt
- D** 433 kt

230) You must fly IFR on an airway orientated 135° magnetic with a MSA at 7 800 ft. Knowing the QNH is 1 025 hPa and the temperature is ISA + 10°, the minimum flight level you must fly at is:

- A** 90
- B** 80
- C** 75
- D** 70

314) (For this question use annex 033-9558A)
Finish the ENDURANCE/FUEL CALCULATION and determine ATC ENDURANCE for a twin jet aeroplane, with the help of the table provided. Contingency is 5% of the planned trip fuel and fuel flow for extra fuel is 2400 kg/h.

- A** ATC ENDURANCE: 04:12
- B** ATC ENDURANCE: 04:07
- C** ATC ENDURANCE: 03:52
- D** ATC ENDURANCE: 03:37

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301) (For this question use annex 033- 11065A or Route Manual chart PARIS CHARLES DE GAULLE ILS Rwy 10 (21-8))
The ILS localizer course is :

- A 088°
- B 100°
- C 118°
- D 268°

302) (For this question use annex 033- 11044A or Route Manual SID chart for LONDON HEATHROW (10-3))
Which of the following is a correct Minimum Safe Altitude (MSA) for the Airport?

- A West sector 2100 ft within 25 NM
- B West sector 2300 ft within 25 NM
- C East sector 2100 ft within 50 NM
- D East sector 2300 ft within 50 NM

303) (For this question use annex 033-11189A)
The wind velocity over ITALY is

- A 110 kt at FL380 maximum velocity not shown on chart
- B a maximum of 110 kt at FL380
- C 130 kt at FL380 maximum velocity not shown on chart
- D a maximum of 160 kt at FL 380

304) (For this question use annex 033-12328A)
Over LONDON (51°N000°E/W), the lowest FL listed which is unaffected by CAT is:

- A 270
- B 310
- C 360
- D 230

305) In the ATS flight plan Item 19, if the number of passengers to be carried is not known when the plan is ready for filing :

- A the plan should be filed with the relevant box blank
- B an estimate may be entered but that number may not subsequently be exceeded
- C the plan may not be filed until the information is available
- D "TBN" (to be notified) may be entered in the relevant box

306) An executive pilot is to carry out a flight to a French aerodrome, spend the night there and return the next day. Where will he find the information concerning parking and landing fees ?

- A in the AGA chapter of the French Aeronautical Information Publication (AIP)
- B in the GEN chapter of the French Aeronautical Information Publication (AIP)
- C by telephoning the aerodrome's local chamber of commerce, this type of information not being published
- D in the FAL section of the French Aeronautical Information Publication (AIP)

307) On a VFR flight plan, the total estimated time is:

- A the estimated time from take-off to overhead the destination airport
- B the estimated time from take-off to overhead the destination airport, plus 15 minutes
- C the estimated time from take-off to landing at the alternate airport
- D the estimated time from engine start to landing at the destination airport

308) (For this question use annex 033-9574A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Given: Brake release mass 57500 kg, Temperature ISA - 10°C, Headwind component 16 kt, Initial FL 280
Find: Still air distance (NAM) and ground distance (NM) for the enroute climb 280/.74

- A 62 NAM, 71 NM
- B 71 NAM, 67 NM
- C 62 NAM, 59 NM
- D 59 NAM, 62 NM

309) (For this question use annex 033-12336A)
What maximum surface windspeed (kt) is forecast for BORDEAUX/MERIGNAC at 1600 UTC ?

- A 25
- B 10
- C 5
- D 30

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310) (For this question use annex 033-12367A or Flight Planning Manual MRJT 1 Figure 4.5.4)
A descent is planned at .74/250KIAS from 35000ft to 5000ft. How much fuel will be consumed during this descent?

- A 290kg
- B 278kg
- C 140kg
- D 150kg

311) (For this question use annex 033-3321A or Flight Planning Manual MRJT 1 Figure 4.3.1.B)
Given : estimated zero fuel mass 50 t; estimated landing mass at alternate 52 t; final reserve fuel 2 t; alternate fuel 1 t; flight to destination, distance 720 NM, true course (TC) 030, W/V 340/30; cruise: long range FL 330, outside air temperature -30 ° C.
Find : estimated trip fuel and time

- A 4 600 kg; 02 : 05
- B 4 800 kg; 01 : 45
- C 4 400 kg; 02 : 05
- D 4 750 kg; 02 : 00

271) (For this question use annex 033-12326A)
Which describes the maximum intensity of turbulence, if any, forecast for FL260 over TOULOUSE (44°N001°E) ?

- A light
- B nil
- C severe
- D moderate

313) (For this question use annex 033-11190A)
The wind direction and velocity (°/kt) at 50°N 040°E is:

- A 200/70
- B 020/80
- C 020/70
- D 350/70

298) (For this question use annex 033-12305A or Flight Planning Manual MRJT 1 Figure 4.5.1)
Given : Brake release mass : 62 000 kg
Temperature : ISA + 15°C
The fuel required for a climb from Sea Level to FL330 is :

- A 1700 kg
- B 1650 kg
- C 1750 kg
- D 1800 kg

315) Given :
Distance A to B 3060 NM
Mean groundspeed 'out' 440 kt
Mean groundspeed 'back' 540 kt
Safe Endurance 10 hours
The time to the Point of Safe Return (PSR) is:

- A 5 hours 20 minutes
- B 5 hours 30 minutes
- C 5 hours 45 minutes
- D 3 hours 55 minutes

316) For a repetitive flight plan (RPL) to be used, flights must take place on a regular basis on at least :

- A 30 occasions
- B 50 occasions
- C 10 occasions
- D 20 occasions

317) (For this question use annex 033-11238A)
The flight crew of a turbojet aeroplane prepares a flight using the following data:
- Flight level FL 370 at "Long Range" (LR) cruise regime
- (Prescribed) mass at brake release: 204 500 kg
- Flight leg ground distance: 2 000 NM
- Temperatures: ISA
- Headwind component: 70 kt
- "Total anti-ice" set on "ON" for the entire flight
- no requested climb and descent correction of the fuel consumption
The fuel required from take-off to landing is:

- A 29 440 kg
- B 27 770 kg
- C 20 900 kg
- D 22 160 kg

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318) (For this question use annex 033-4622A or Flight Planning Manual MEP 1 Figure 3.3)
A flight has to be made with a multi engine piston aeroplane (MEP 1). For the fuel calculations take 5 US gallons for the taxi, and an additional 13 minutes at cruise condition to account for climb and descent. Calculated time from overhead to overhead is 1h47min. Powersetting is 45%, 2600 RPM. Calculated reserve fuel is 30% of the trip fuel. FL 100. Temperature -5°C. Find the minimum block fuel.

- A 470 US gallons.
- B 47 US gallons.
- C 37 US gallons.
- D 60 US gallons.

319) (For this question use annex 033- 11066A or Route Manual chart ZURICH ILS Rwy 16 (11-2))
The lowest published authorised RVR for an ILS approach glide slope out, all other aids serviceable, aeroplane category A is:

- A 600m
- B 800m
- C 1500m
- D 720m

320) (For this question use annex 033-12371A or Route Manual chart NAP)
The initial true course from C (62°N020°W) to B (58°N004°E) is

- A 080°
- B 278°
- C 098°
- D 116°

321) When an ATS flight plan has been submitted for a controlled flight, the flight plan should be amended or cancelled in the event of the off-block time being delayed by :

- A 60 minutes or more
- B 90 minutes or more
- C 30 minutes or more
- D 45 minutes or more

322) (For this question use annex 033-11193A)
What is the mean temperature deviation (°C) from the ISA over 50°N 010°W ?

- A -2
- B +2
- C +9
- D +13

323) Minimum planned take-off fuel is 160 kg (30% total reserve fuel is included). Assume the groundspeed on this trip is constant. When the aeroplane has done half the distance the remaining fuel is 70 kg. Is diversion to a nearby alternate necessary?

- A Diversion to a nearby alternate is not necessary, because it is allowed to calculate without reserve fuel.
- B Diversion to a nearby alternate is necessary, unless the captain decides to continue on his own responsibility.
- C Diversion to a nearby alternate is necessary, because the remaining fuel is not sufficient.
- D Diversion to a nearby alternate is not necessary, because the reserve fuel has not been used completely.

324) In the ATS flight plan item 15, when entering a route for which standard departure (SID) and standard arrival (STAR) procedures exist :

- A neither SID nor STAR should be entered
- B both should be entered in the ATS plan where appropriate
- C SIDs should be entered but not STARS
- D STARS should be entered but not SIDs

434) An appropriate flight level for IFR flight in accordance with semi-circular height rules on a magnetic course of 200° is:

- A FL300
- B FL310
- C FL320
- D FL290

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- 312) In an ATS flight plan Item 15, in order to define a position as a bearing and distance from a VOR, the group of figures should consist of :
- A** VOR ident, magnetic bearing and distance in nautical miles
 - B** VOR ident, true bearing and distance in kilometres
 - C** VOR ident, magnetic bearing and distance in kilometres
 - D** full name of VOR, true bearing and distance in kilometres

- 286) (For this question use annex 033- 11032A or Route Manual chart E(LO)5)
An appropriate flight level for flight on airway G9 from SUBI SUI 116.7 (52°23'N 014°35'E) to CZEMPIN CZE 114.5 (52°08'N 016°44'E) is:

- A** FL80
- B** FL70
- C** FL50
- D** FL60

- 326) An aircraft has a maximum certificated take-off mass of 137000 kg but is operating at take-off mass 135000 kg. In Item 9 of the ATS flight plan its wake turbulence category is :

- A** heavy/medium "H/M"
- B** medium "M"
- C** medium plus "M+"
- D** heavy "H"

- 274) (For this question use annex 033-9734A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6)
Flying VFR from VILLINGEN (48°03.5'N, 008°27.0'E) to FREUDENSTADT (48°28.0'N, 008°24.0'E) determine the magnetic course.

- A** 176°
- B** 004°
- C** 185°
- D** 356°

- 275) (For this question use annex 033-12377A or Route Manual chart NAP)
The distance (NM) from C (62°N020°W) to B (58°N004°E) is

- A** 700
- B** 775
- C** 760
- D** 725

- 276) (For this question use annex 033- 11067A or Route Manual chart MUNICH NDB DME Rwy 26L approach (16-3))
The frequency and identifier of the NDB for the published approaches are:

- A** 400 MSW
- B** 338 MNW
- C** 108.6 DMS
- D** 112.3 MUN

- 277) A sector distance is 450 NM long. The TAS is 460 kt. The wind component is 50 kt tailwind. What is the still air distance?

- A** 511 Nautical Air Miles (NAM)
- B** 406 Nautical Air Miles (NAM)
- C** 499 Nautical Air Miles (NAM)
- D** 414 Nautical Air Miles (NAM)

- 278) (For this question use annexes 033-12307A and 033-12307B or Flight Planning Manual MRJT 1 Figure 4.5.2 and 4.5.3.3)

Given : Distance B - C : 1200 NM
Cruise Mach 0.78 at FL300
Temperature Deviation from ISA : -14°C
Tailwind component : 40 kt
Gross mass at B : 50 200 kg

The fuel required from B - C is :

- A** 7050 kg
- B** 6150 kg
- C** 5850 kg
- D** 7300 kg

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279) (For this question use annex 033-3313A or Route Manual chart E(HI)4 CAA-Edition)
An aeroplane has to fly from Abbeville (50°08.1'N 001°51.3'E) to Biggin (51°19.8'N 000°00.2'E). What is the distance of this leg ?

- A 100 NM
- B 38 NM
- C 64NM
- D 62NM

280) The final reserve fuel for aeroplanes with turbine engines is

- A fuel to fly for 45 minutes at holding speed at 1000 ft (300 m) above aerodrome elevation in standard conditions.
- B fuel to fly for 60 minutes at holding speed at 1500 ft (450 m) above aerodrome elevation in standard conditions.
- C fuel to fly for 30 minutes at holding speed at 1500 ft (450 m) above aerodrome elevation in standard conditions.
- D fuel to fly for 45 minutes at holding speed at 1500 ft (450 m) above aerodrome elevation in standard conditions.

281) Given: True course (TC) 017°, W/V 340°/30 kt, True air speed (TAS) 420 kt
Find: Wind correction angle (WCA) and ground speed (GS)

- A WCA +2°, GS 416 kt
- B WCA -2°, GS 396 kt
- C WCA +2°, GS 396 kt
- D WCA -2°, GS 426 kt

282) Unless otherwise shown on charts for standard instrument departure the routes are given with:

- A true course
- B true headings
- C magnetic course
- D magnetic headings

283) (For this question use annex 033-9572A or Flight Planning Manual MRJT 1 Figure 4.5.3.1)
Find: Air distance in Nautical Air Miles (NAM) for this leg and fuel consumption
Given: Flight time from top of climb at FL 280 to the enroute point is 48 minutes. Cruise procedure is long range cruise. Temperature is ISA -5°C. The take-off mass is 56000 kg and climb fuel 1100 kg.

- A 345 NAM; 1994 kg
- B 349 NAM; 2000 kg
- C 345 NAM; 2000 kg
- D 345 NAM; 2006 kg

300) An aircraft, following a 215° true track, must fly over a 10 600 ft obstacle with a minimum obstacle clearance of 1 500 ft. Knowing the QNH received from an airport close by, which is almost at sea-level, is 1035 and the temperature is ISA -15°C, the minimum flight level will be:

- A 120
- B 130
- C 150
- D 140

285) (For this question use annexes 033-11223A, 033-11223B and 033-11223C)

Given:

- . Take-off mass: 150 000 kg
- . Planned cruise at FL 350
- . Long range MACH
- . Standard Atmosphere (ISA)
- . CG: 37 %

Covering an air distance of 2 000 NM, your trip fuel from take-off to landing will be:

- A 22 360 kg
- B 19 660 kg
- C 21 760 kg
- D 20 260 kg

299) In the ATS flight plan, for a non-scheduled flight which of the following letters should be entered in Item 8 (Type of Flight) :

- A N
- B N/S
- C G
- D X

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287) (For this question use annex 033- 11005A or Route Manual chart E(LO)1)
The radio navigation aid at TOPCLIFFE (54°12'N 001°22'W) is a:

- A TACAN, channel 84, and a VOR frequency 113.7 MHz only
- B TACAN, channel 84, and an NDB frequency 92 kHz only
- C VORTAC, frequency 113.7 MHz, and an NDB frequency 92 kHz
- D TACAN only, channel 84, (frequency 113.7 MHz)

288) (For this question use annex 033-9733A or Flight Planning Manual SEP1 Figure 2.2 Table 2.2.3)
A flight has to be made with the single engine sample aeroplane. For the fuel calculation allow 10 lbs fuel for start up and taxi, 3 minutes and 1 gallon of additional fuel to allow for the climb, 10 minutes and no fuel correction for the descent.
Planned flight time (overhead to overhead) is 02 hours and 37 minutes.
Reserve fuel 30% of the trip fuel.
Power setting is 23 in.HG (or full throttle), 2300 RPM, 20°C lean.
Flight level is 50 and the OAT -5°C.
The minimum block fuel is:

- A 208 lbs
- B 270 lbs
- C 250 lbs
- D 265 lbs

289) (For this question use annex 033- 11034A or Route Manual chart E(HI)5 CAA-Edition)
An appropriate flight level for flight on airway UR24 from NANTES NTS 117.2 (47°09'N 001°37'W) to CAEN CAN 115.4 (49°10'N 000°27'W) is:

- A FL300
- B FL270
- C FL310
- D FL290

290) (For this question use annexes 033-12302A and 033-12302B or Flight Planning Manual MRJT 1 Figure 4.5.2 and 4.5.3.1)

Given : Distance C - D : 3200 NM
Long Range Cruise at FL 340
Temperature Deviation from ISA : +12°C
Tailwind component : 50 kt
Gross mass at C : 55 000 kg

The fuel required from C - D is :

- A 17 500 kg
- B 14 500 kg
- C 14 200 kg
- D 17 800 kg

291) (For this question use annex 033- 10995A or Route Manual chart E(LO)5)

The magnetic course/distance from ELBE LBE 115.1 (53°39'N 009°36'E) to LUNUD (54°50'N 009°19'E) on airway H12 is:

- A 352°/72 NM
- B 352°/96 NM
- C 339°/80 NM
- D 339°/125 NM

292) In a flight plan when the destination aerodrome is A and the alternate aerodrome is B, the final reserve fuel for a turbojet engine aeroplane corresponds to:

- A 30 minutes holding 1,500 feet above aerodrome A
- B 30 minutes holding 1,500 feet above aerodrome B
- C 30 minutes holding 2,000 feet above aerodrome B
- D 15 minutes holding 2,000 feet above aerodrome A

293) (For this question use annex 033- 10992A or Route Manual chart E(HI)4 CAA-Edition)
Of the following, the preferred airways routing from CLACTON CLN 114.55 (51°51'N 001°09'E) to DINARD DIN 114.3 (48°35'N 002°05'W) above FL245 is:

- A UB29 LAM UR1 MID UA34 LILAN UR9
- B UB29 LAM UR1 ORTAC UR14
- C UR12 MID UA47 DPE UA475 SOKMU UH111
- D UR12 MID UR8 SAM UB11 BARLU UW115

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294) For a flight plan filed before the flight, the indicated time of departure is:

- A** the time of take-off.
- B** the time overhead the first reporting point after take-off.
- C** the estimated off-block time
- D** the time at which the flight plan is filed.

295) For a planned flight the calculated fuel is as follows:

Flight time: 2h42min

The reserve fuel, at any time, should not be less than 30% of the remaining trip fuel.

Taxi fuel: 9 kg

Block fuel: 136 kg

How much fuel should remain after 2 hours flight time?

- A** 33 kg trip fuel and no reserve fuel.
- B** 25 kg trip fuel and 8 kg reserve fuel.
- C** 33 kg trip fuel and 10 kg reserve fuel.
- D** 23 kg trip fuel and 10 kg reserve fuel.

296) (For this question use annex 033-9712A and 033-9712 B or Route Manual STAR 10-2 and Instrument approach chart 11-4 ILS/DME Rwy 27R for London (Heathrow)) Planning an IFR-flight from Paris to London (Heathrow). Name the identifier and frequency of the initial approach fix (IAF) of the BIG 2A arrival route.

- A** BIG 115.1 kHz
- B** BIG 115.1 MHz
- C** EPM 316 kHz
- D** OCK 115.3 MHz

297) (For this question use annex 033-9735A, AERONAUTICAL CHART ICAO 1:500 000 STUTTGART (NO 47/6) or Route Manual VFR+GPS chart ED-6) Flying VFR from VILLINGEN (48°03.5'N, 008°27.0'E) to FREUDENSTADT (48°28.0'N, 008°24.0'E) determine the distance.

- A** 28 NM
- B** 24 km
- C** 24 NM
- D** 46 NM

272) An aircraft is flying at MACH 0.84 at FL 330. The static air temperature is -48°C and the headwind component 52 Kt. At 1338 UTC the controller requests the pilot to cross the meridian of 030W at 1500 UTC. Given the distance to go is 570 NM, the reduced MACH No. should be:

- A** 0.78
- B** 0.76
- C** 0.72
- D** 0.80

284) (For this question use annex 033-11215A) A turbojet aeroplane is flying using the following data:
. optimum flight level, Mach 0.80, mass of 190 000 kg
. temperature: ISA
. tailwind component: 100 kt

The fuel mileage and the fuel consumption per hour are:

- A** 71 NM/1000 kg; 5330 kg/h
- B** 105 NM/1000 kg; 5330 kg/h
- C** 105 NM/1000 kg; 6515 kg/h
- D** 86 NM/1000 kg; 6515 kg/h